CITY OF PHOENIX AVIATION DEPARTMENT

DESIGN & CONSTRUCTION SERVICES

PROJECT NAME

THIS PROJECT

DVT RELOCATE TAXIWAY B &

CONSTRUCT CONNECTORS B6/B9 - GMP 2

702 WEST DEER VALLEY DRIVE, PHOENIX, AZ 85027

AV31000092 FAA

3-04-0028-048-2025

3-04-0028-049-2025



MAYOR KATE GALLEGO

VICE MAYOR ANN O'BRIEN

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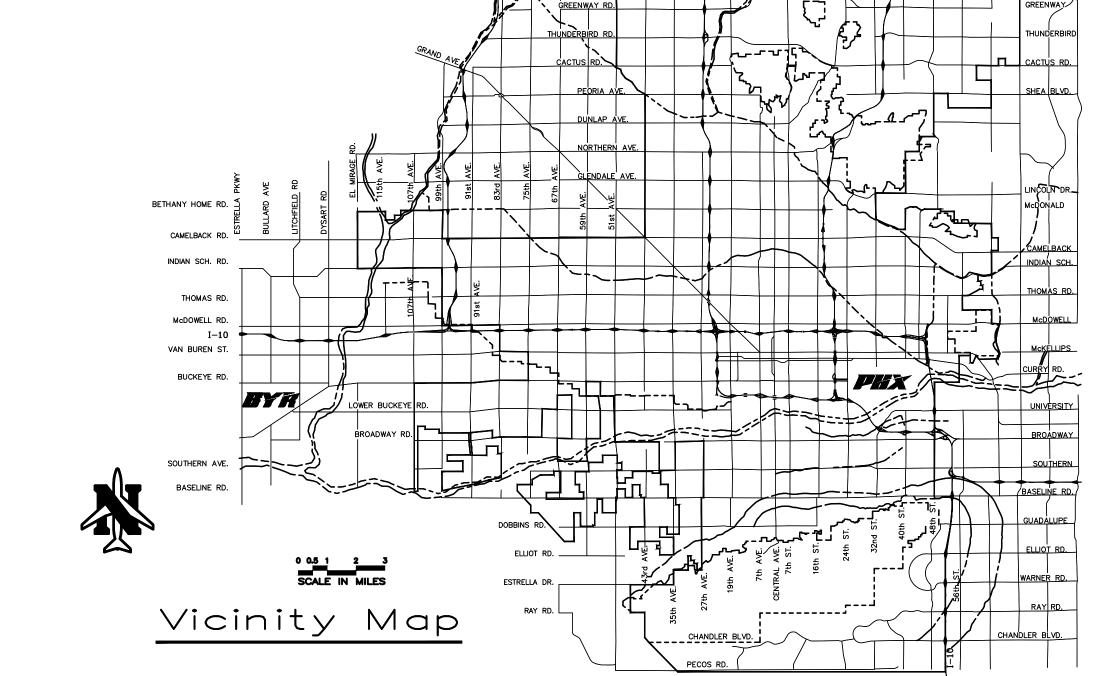
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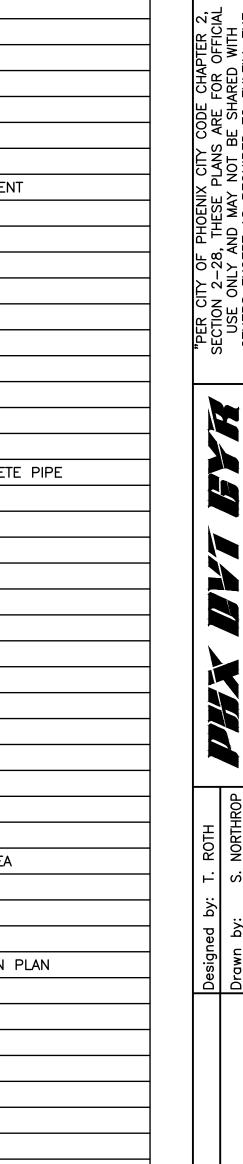


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	END	
DESCRIPTION	EXISTING	PROPOSEI
CONCRETE SIGN BASE	_	_
TAXIWAY EDGE LIGHT		•
ELECTRICAL CAN COVER		©
RUNWAY GUARD LIGHT		
SANITARY SEWER AND MANHOLE	S SS _X	SSS
STORM DRAIN, MANHOLE & INLET	(SD)	
RUNWAY/TAXIWAY CENTERLINE		
CHAIN LINK FENCE	X	x
MAJOR CONTOUR LINES	1125	1125
MINOR CONTOUR LINES		
FIBER OPTIC	FO	FO
GRADE BREAK		
FLOW LINE		· ·
APS MANHOLE		(APS)
MONITORING WELL	(MW)	•
WATER LINE	W _X	w
COMMUNICATION	CU_X	cu
GAS LINE	——— G _X ———	G
FAA		
ELECTRICAL	———EU _X ———	EU
RUNWAY SAFETY AREA	RSA	—— RSA —
TAXIWAY SAFETY AREA	——— TSA ———	TSA
RUNWAY PROTECTION ZONE		
TAXIWAY OBJECT FREE AREA		TOFA
RUNWAY OBJECT FREE AREA		—— ROFA —
RUNWAY OBSTACLE FREE ZONE		ROFZ
ADJUSTMENT OR REMOVAL NOTE		1
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SWPPP NOTE		1
PAVEMENT MARKING NOTE		1
SPOT ELEVATION	4.	12.12.12.12.12.12.12.12.12.12.12.12.12.1
SPOT ELEVATION—CATCH BASIN GRATE		***************************************
SAWCUT FULL DEPTH		s
RUNWAY THRESHOLD LIGHT		
RUNWAY EDGE LIGHT	0	
FLUSH RUNWAY/TAXIWAY LIGHT	0	
RUNWAY END IDENTIFIER LIGHT		
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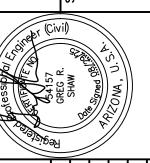
	ABBREVIATIONS
ABBREVIATIONS	DEFINITIONS
#	REBAR SIZE NUMBER
0	AT
7L/25R	RUNWAY DESIGNATION
ABC	AGGREGATE BASE COURSE
AC	ASPHALTIC CONCRETE
ADEQ	ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY
ADG	AIRPLANE DESIGN GROUP
ADOT	ARIZONA DEPARTMENT OF TRANSPORTATION
ARFF	AIRCRAFT RESCUE AND FIRE FIGHTING
AIP	AIRPORT IMPROVEMENT PROGRAM
ALT	ALTERNATE
AOA	AIR OPERATIONS AREA
APPROX	APPROXIMATE
APS	ARIZONA PUBLIC SERVICE
ATCT	AIR TRAFFIC CONTROL TOWER
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS
BC	BEGIN CURVE
BOT	BOTTOM
BVC	BEGIN VERTICAL CURB
CL OR Q	CENTER LINE
СТОС	CENTER TO CENTER
CFS	CUBIC FEET PER SECOND
C.I.	CONTOUR INTERVAL
CMP	CORRUGATED METAL PIPE
СОР	CITY OF PHOENIX
СРМ	CRITICAL PATH METHOD
СТВ	CEMENT TREATED BASE
CONC	CONCRETE
CONST	CONSTRUCTION
CLSM	CONTROLLED LOW STRENGTH MATERIAL
СРМ	CRITICAL PATH METHOD
CF OR CU FT	CUBIC FEET
CY	CUBIC YARDS
CZ	CLEAR ZONE
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
D ₅₀	DIAMETER OF 50% ROCK SIZE
DVT	DEER VALLEY AIRPORT
E	EAST OR EASTING
 EA	EACH
ELEC	ELEC/ELECTRICAL
EL OR ELEV	ELEVATION
ESMT	EASEMENT
EVC	END VERTICAL CURVE
EX OR EXST	EXISTING ADMINISTRATION
FAA	FEDERAL AVIATION ADMINISTRATION
FIN	FINISHED
FL OR E	FLOW LINE
FT .	FOOT
GA	GAUGE
GAL	GALLON
GALV	GALVANIZED
GPM	GALLONS PER MINUTE
HP	HIGH POINT
ID	INSIDE DIAMETER
ΙE	INVERT ELEVATION
ILS	INSTRUMENT LANDING SYSTEM
JB	JUNCTION BOX
KV	KILOVOLT
L	LENGTH OR LEFT
LBS	POUNDS
LF	LINEAL FOOT
L)	
LS	LUMP SUM
	LUMP SUM LEFT

ADDDEVALATIONS	ABBREVIATIONS
ABBREVIATIONS M#	DEFINITIONS MILESTONE
M# MAG	MARICOPA ASSOCIATION OF GOVERNMENTS
MAG MAX	MAXIMUM
MAX ME	MAXIMUM MATCH EXISTING
MH	MANHOLE MANHOLE
MIN	MINIMUM
N	NORTH OR NORTHING
NAVD	NORTH AMERICAN VERTICAL DATUM
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NOTAM	NOTICE TO AIRMAN
NO.	NUMBER
N.O.I.	NOTICE OF INTENT
N.O.T.	NOTICE OF TERMINATION
NPI	NON-PAY-ITEM
NTS	NOT TO SCALE
N/A	NON APPLICABLE
PVI	POINT OF VERTICAL INTERSECTION
ОС	ON CENTER
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PETRO	PETROLEUM
PI	POINT OF INTERSECTION
PROP	PROPOSED
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
REIL	RUNWAY END IDENTIFIER LIGHT
REINF	REINFORCING
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
ROFA	RUNWAY OBJECT FREE AREA
ROFZ	RUNWAY OBSTACLE FREE ZONE
ROW	RIGHT-OF-WAY
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RT	RIGHT
RWY	RUNWAY
S	SOUTH OR SLOPE
SAL	SAFETY AREA LIMITS
SCHD	SCHEDULE STANDARD DETAIL OR STORM DRAIN
SECT	STANDARD DETAIL OR STORM DRAIN
SECT SF	SECTION SQUARE FEET OR SEMI-FLUSH
SHT	SQUARE FEET OR SEMI-FLUSH SHEET
SHI SIDA	SHEET SECURITY IDENTIFICATION DISPLAY AREA
SPECS	SPECIFICATIONS SPECIFICATIONS
STA	STATION
STD	STANDARD
SWPPP	STANDARD STORM WATER POLLUTION PREVENTION PLAN
SY	SQUARE YARDS
T	TANGENT LENGTH
' TBM	TEMPORARY BENCHMARK
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY OBJECT TREE AREA
TWY	TAXIWAY
TYP	TYPICAL
UG	UNDERGROUND
V OR VERT	VERTICAL
V OR VERT	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
W	WEST OR WATER
	WATT
W	1 VV =4 1 1









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DEER VALI
RELOCATE T
CONSTRUCT
B6 AND
AV310

SHEET INDEX, LEGEND AND ABBREVIATIONS

SHEET
REFERENCE
NUMBER:
GI-002 SHEET 02 OF 54



GENERAL NOTES:

- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL SAFETY REGULATIONS.
- CONSTRUCTION OF THIS PROJECT SHALL BE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL AVIATION ADMINISTRATION'S (FAA) STANDARDS AND SPECIFICATIONS, ADOT STANDARDS AND SPECIFICATIONS, CITY OF PHOENIX (COP) SUPPLEMENTARY CONDITIONS. COP SUPPLEMENTS, 2020 MAG UNIFORM STANDARD SPECIFICATIONS AND UNIFORM STANDARD DETAILS. IN THE EVENT OF ANY CONFLICT BETWEEN THE CONTRACT DOCUMENTS FOR THIS PROJECT AND THE STANDARDS, THE CONTRACT DOCUMENTS FOR THIS PROJECT SHALL

CALCULATED DIMENSIONS WILL GOVERN OVER SCALED DIMENSIONS.

- THE CONTRACTOR SHALL COMPLY WITH ALL CITY, COUNTY, AND STATE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADWAYS FOR HAULING. ANY DAMAGE DONE TO THE ROADWAYS DUE TO THE CONTRACTOR'S EQUIPMENT OR HAULING OPERATIONS SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT NO COST TO THE OWNER.
- THESE PLANS SHOW ITEMS TO BE CONSTRUCTED UNDER THIS CONTRACT. ACTUAL FIELD CONDITIONS, GRADES, LOCATIONS AND OTHER FEATURES MAY DIFFER FROM CONDITIONS INDICATED IN THESE DOCUMENTS.
- HAUL ROUTES THE LOCATION OF HAUL ROUTES ON THE AIRPORT SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE COP AVIATION DEPARTMENT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES WITH THE PARTY HAVING JURISDICTION OVER THE AFFECTED ROUTE ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. TAXIWAY AND RUNWAY PAVEMENT CROSSINGS ALONG HAUL ROUTES SHALL BE PROTECTED. FENCING, DRAINAGE, GRADING OR OTHER WORK NECESSARY TO CONSTRUCT HAUL ROUTES ON THE AIRPORT IS THE CONTRACTOR'S RESPONSIBILITY AND MUST BE APPROVED BY THE ENGINEER AND AIRPORT PRIOR TO THE WORK. EXCESS SOILS PLACEMENT - EXCESS SOILS, EXCESS MILLED ASPHALT CONCRETE, CONCRETE, RUBBLE, AND UNSUITABLE EXCAVATION SHALL BE DISPOSED OF OFF-SITE ACCORDING TO LOCAL LAWS AND REGULATIONS. MILLED ASPHALT CONCRETE IS TO BE PLACED IN THE LOCATIONS APPROVED BY THE AIRPORT.

COSTS ASSOCIATED WITH THE MATERIALS AND TASKS ABOVE ARE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL PROVIDE WRITTEN DOCUMENTATION TO THE COP AVIATION DEPARTMENT INDICATING THE LOCATION AND QUANTITY OF ALL MATERIAL DISPOSED OF OFF AIRPORT PROPERTY.

ANY REMOVAL ITEMS OF VALUE ARE TO REMAIN THE PROPERTY OF THE COP UNLESS OTHERWISE INDICATED. ALL MATERIAL TO BE HAULED OFF-SITE SHALL BE SAMPLED PRIOR TO HAUL OFF. CONTRACTOR TO COORDINATE WITH COP AVIATION PLANNING AND ENVIRONMENTAL PRIOR TO START OF CONSTRUCTION.

- 6. SALVAGED ITEMS ANY SALVAGED ITEMS ARE TO REMAIN THE PROPERTY OF AIRPORT.
- NO MATERIAL SHALL BE WASTED OR STOCKPILED ON THE AIRPORT UNLESS APPROVED BY THE ENGINEER AND AIRPORT. STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT AS A RESULT OF AIRCRAFT OPERATIONS OR WIND AND IN ACCORDANCE WITH FAA ADVISORY CIRCULARS.
- CONTRACTOR—GENERATED DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR, PROPELLERS AND ROTORS OR OF BEING INGESTED BY JET ENGINES SHALL NOT BE LEFT ON ACTIVE MOVEMENT AREAS. MATERIAL DROPPING WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY AND CONTINUOUSLY BY THE CONTRACTOR DURING WORKING HOURS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL COP PROPERTY AND SHALL LOCATE AND PROTECT CAREFULLY FROM DAMAGE OR DISTURBANCE ALL BENCHMARKS. LAND MONUMENTS AND PROPERTY MARKERS. IF DAMAGE OR INJURY TO PROPERTY DOES OCCUR DURING THE WORK, THE CONTRACTOR SHALL RESTORE, AT HIS OWN EXPENSE, SUCH PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE, BY REBUILDING OR RESTORING AS DIRECTED BY THE COP AVIATION DEPARTMENT AND THE ENGINEER.
- 10. THE CONTRACTOR IS ADVISED THAT OTHER CONSTRUCTION WILL BE IN PROGRESS DURING ALL OR PART OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THE WORK OF OTHER CONTRACTORS AT
- 11. EXISTING AIRPORT SURVEY MONUMENTS ARE LOCATED THROUGHOUT THE CONSTRUCTION AREA. THE CONTRACTOR SHALL AT HIS EXPENSE, HAVE A REGISTERED LAND SURVEYOR REPLACE ANY DISTURBED MONUMENT USING CITY OF PHOENIX STANDARDS. REPLACED MONUMENTS SHALL BE PLACED AT LEAST 10' BUT NOT MORE THAN 50' FROM THE ORIGINAL MONUMENT.
- 12. SAFETY AND SECURITY SAFETY AND SECURITY IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE COORDINATED WITH AIRPORT OPERATIONS, COP AVIATION DEPARTMENT AND THE ENGINEER. SEE SPECIAL CONDITIONS FOR SAFETY, SECURITY, BADGE AND OPERATING REQUIREMENTS IN THE CSPP.
- 13. THE CONTRACTOR SHALL NOT ENTER ONTO ANY AREA OUTSIDE OF THE CONSTRUCTION LIMITS. STAGING AREA OR DESIGNATED HAUL ROUTES WITHOUT THE WRITTEN APPROVAL BY THE ENGINEER AND AIRPORT.
- 14. THE CONTRACTOR SHALL NOTIFY THE COP AVIATION DEPARTMENT IN WRITING, THROUGH THE ENGINEER, A MINIMUM OF SEVENTY-TWO (72) HOURS IN ADVANCE TO OBTAIN CLEARANCE FOR WORK. THE CONTRACTOR SHALL SUBMIT A CPM SCHEDULE FOR APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE.
- THE OWNER RESERVES THE RIGHT TO MAKE REVISIONS TO THE FINISHED ELEVATIONS AND GRADIENTS. IF CHANGES ARE NECESSARY, THE OWNER WILL FURNISH A REVISED GRADING OR PAVING PLAN. UNIT PRICES SHALL GOVERN FOR REVISED QUANTITIES.
- 16. SPECIFICATIONS ARE PROVIDED WHICH REQUIRE THE CONTRACTOR TO APPLY WATER. CHEMICALS. VEGETATION OR OTHER MATERIALS TO PREVENT THE OCCURRENCE OF DUST WHICH IS OBJECTIONABLE TO THE OPERATIONS OR USERS OF THE AREA. THESE SHALL INCLUDE BUT NOT BE LIMITED TO AIRPORT AUTHORITY OPERATIONS. MAINTENANCE. AIRCRAFT OPERATIONS. AND AIRFIELD OPERATIONS. AND LAND SIDE OPERATIONS. THE CONTRACTOR SHALL ALSO DISCONTINUE OPERATIONS, WHICH VIOLATE EXISTING LAWS AND REGULATIONS OR CREATE A UNIQUE HAZARD TO AIR TRAFFIC. ALL COST FOR CONTROLLING DUST OR POLLUTANTS TO THE AIR OF ANY KIND SHALL BE INCIDENTAL TO THE CONTRACT.
- 17. EXISTING UTILITY INFORMATION, LIGHTING DUCTS, AND CABLES SHOWN ON THE PLANS CONCERNING THE TYPE, SIZE, AND LOCATION WERE COMPILED BASED ON THE BEST AVAILABLE UTILITY RECORDS TO THE ENGINEER AND AIRPORT, AND ARE APPROXIMATE. THE CONTRACTOR SHALL PROVIDE A UTILITY LOCATOR AND VERIFY THE ACTUAL LOCATION PRIOR TO CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL EXISTING UTILITIES IN PLACE UNLESS NOTED OTHERWISE OR SPECIFIED. THE OWNER AND ENGINEER BEAR NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON THE PLANS OR NOT IN THE LOCATION SHOWN ON THE PLANS. ANY AND ALL DAMAGE TO EXISTING UTILITIES SHALL BE COVERED AT THE CONTRACTOR'S EXPENSE. EXCAVATION IMMEDIATELY NEAR UTILITIES SHALL BE DONE BY HAND. UTILITIES INTERFERING WITH CONSTRUCTION SHALL BE RESET OR RELOCATED BY THE UTILITY COMPANY CONCERNED UNLESS NOTED OTHERWISE. CONTRACTOR SHALL CONTACT THE FOLLOWING UTILITY COMPANIES AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO BEGINNING CONSTRUCTION:

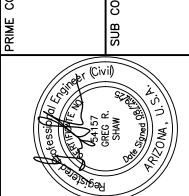
FAA FACILITIES (602) 305–2532 CONTACT: ROGER GUSTAFSON CENTURY LINK (602) 530-0496 CONTACT: JOHN O'DELL GAS (SW GAS) (602) 484-5344 CONTACT: NORMA JARDIN (602) 261-8229 CONTACT: JAMI ERICKSON CITY WATER/SEWER (602) 273-3396 CONTACT: REBECCA GODLEY COP ENVIRONMENTAL ALL EMERGENCY, FIRE, POLICE, MEDICAL, (623) 869-0977 CONTACT: OPERATOR NON-EMERGENCY (602) 339-7733 CONTACT: ROBERT ARTHUR COP ELECTRICAL (602) 708-0244 CONTACT: CHAD BLOTKAMP COP COMMUNICATIONS COP UTILITIES (602) 708-0244 CONTACT: CHAD BLOTKAMP

ARIZONA PUBLIC SERVICE (602) 371-6451 CONTACT: DON CROWDER

- 18. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT ALL UTILITY OWNERS AND THE PROGRAM MANAGER TO LOCATE ALL EXISTING AND PROPOSED UTILITIES PRIOR TO PERFORMING TRENCHING, MASS EXCAVATION, OR OTHER EARTHWORK.
- 19. SEVERAL UTILITY OWNERS INCLUDING THE COP AVIATION DEPARTMENT, SOLID WASTE MANAGEMENT DEPARTMENT, HUMAN SERVICES DEPARTMENT, FEDERAL AVIATION ADMINISTRATION, AND OTHERS ARE NOT MEMBERS OF THE BLUE STAKE CENTER NOTIFICATION SYSTEM AND MUST BE NOTIFIED INDIVIDUALLY. CONTRACTOR TO USE A THIRD PARTY UTILITY LOCATOR.
- 20. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES AND ELECTRICAL SYSTEMS TO REMAIN PRIOR TO COMMENCING ANY DRAINAGE EXCAVATION.
- 21. POWER, CONTROL CABLES AND FIXTURES FOR AIRFIELD LIGHTING AND NAVIGATIONAL AIDS ARE LOCATED IN THE CONSTRUCTION AREAS. THE CONTRACTOR'S PERSONNEL SHALL BECOME FAMILIAR WITH THESE CABLE AND FIXTURE LOCATIONS AND KEEP VEHICLES AND EQUIPMENT CLEAR OF THEM AT ALL TIMES. ADHERENCE TO AVIATION LOCKOUT/TAGOUT PROCEDURES SHALL BE STRICTLY ENFORCED.
- 22. ANY DAMAGE TO THE EXISTING AIRPORT LIGHTING SYSTEM CAUSED BY CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY NOTED TO THE OWNER AND REPAIRED BY THE CONTRACTOR AT ITS OWN EXPENSE.
- 23. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FIRE HYDRANTS AT ALL TIMES.
- 24. THE CONTRACTOR SHALL NOT DRAW WATER FROM ANY FIRE HYDRANT FOR USE ON THE WORK WITHOUT FIRST OBTAINING A WRITTEN PERMIT FROM THE CONTROLLING FIRE DEPARTMENT.
- 25. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE COP AVIATION DEPARTMENT ON THE PRECISE LOCATION AND LIMITS OF THE STAGING AREA, AS WELL AS ANY SPECIAL REQUIREMENTS FOR FENCING, SECURITY OR ACCESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL UTILITIES AND HOOKUPS NECESSARY FOR THE CONTRACTOR'S USE AND FOR ALL PROJECT FIELD OFFICES AS REQUIRED IN THE SPECIAL PROVISIONS.
- 26. THE EXACT LIMITS, LIGHTING, AND SECURITY REQUIREMENTS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER AND AIRPORT IN THE AREAS GENERALLY AS SHOWN ON THE PLANS. ANY AND ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED FOR AND PAID FOR BY THE CONTRACTOR AND PAID DIRECTLY TO THE APPROPRIATE UTILITY. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER AND AIRPORT. THE CONTRACTOR SHALL USE THE STORAGE AND STAGING AREAS SHOWN ON THE PLANS FOR HIS/HER SHOP, MATERIAL AND EQUIPMENT STORAGE AND OTHER PROJECT RELATED ACTIVITIES, INCLUDING EMPLOYEE PARKING. ALL COSTS ASSOCIATED WITH PREPARING THE STORAGE AND STAGING AREA SITE SHALL BE BORNE BY THE CONTRACTOR. THIS INCLUDES BUT IS NOT LIMITED TO CLEARING AND GRADING OF THE SITE, CONSTRUCTION OF ALL TEMPORARY UTILITIES, ACCESS ROADS, ALL SECURITY FENCING, CLEAN-UP AND RESTORATION OF SITE TO ORIGINAL CONDITION.
- 27. THE CONTRACTOR SHALL SUBMIT A DRAWING SHOWING THE PROPOSED SITE LAYOUT OF ANY BATCH PLANTS. THE PLAN SHALL BE APPROVED BY THE ENGINEER AND AIRPORT PRIOR TO STARTING ANY WORK AT THE CONTRACTOR'S STAGING AREA.
- 28. THE CONTRACTOR SHALL INVESTIGATE THE AVAILABILITY OF AN ADEQUATE SUPPLY OF SUITABLE WATER, MAKE ALL ARRANGEMENTS (PERMITS) FOR THE PURCHASE OF THE WATER, AND PROVIDE NECESSARY FACILITIES TO FURNISH WATER FOR USE DURING CONSTRUCTION, SOLELY AT HIS EXPENSE.
- 29. BATCH PLANT SITES AND OTHER AREAS USED DURING CONSTRUCTION ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT NO COST TO THE OWNER.
- 30. THE CONTRACTOR SHALL COMPLETE CLEAN UP AND RESTORATION OF ENTIRE PROJECT AREA, INCLUDING STAGING AND STORAGE AREAS, AS APPROVED BY THE ENGINEER AND AIRPORT WITHIN 10 DAYS OF CONTRACT COMPLETION DATE.
- 31. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY ELECTRICAL TIE-OVERS THAT WILL BE REQUIRED TO KEEP TAXIWAY EDGE LIGHTS AND SIGNS IN OPERATION AT ALL TIMES WHEN THE PAVEMENT AREAS ARE AVAILABLE TO AIRCRAFT TRAFFIC.
- THE CONTRACTOR SHALL CONDUCT THE FINAL CLEANING OF AFFECTED AIRPORT PAVEMENTS PRIOR TO REOPENING THE PAVEMENTS TO AIR TRAFFIC. CONTRACTOR TO PROTECT ALL EXISTING UTILITY VAULTS AND LIDS DURING CONSTRUCTION. CONTRACTOR SHALL ENSURE THAT ALL VAULT LIDS ARE OPERATIONAL FOLLOWING COMPLETION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR CONTINUOUS DAILY CLEAN UP OF HIS/HER WORK AREA. THE CONTRACTOR SHALL CONDUCT POWER VACUUM CLEANING OF AFFECTED AIRPORT PAVEMENTS PRIOR TO REOPENING FACH PHASE OF THE PAVEMENTS TO AIR TRAFFIC. AND FOR ACTIVE TAXIWAYS AND RUNWAYS IMMEDIATELY FOLLOWING ANY ACCESS ONTO OR CROSSING OF THE PAVEMENT BY CONSTRUCTION TRAFFIC.
- 33. THE CONTRACTOR IS REQUIRED TO PROVIDE LIGHTING FOR CONSTRUCTION DURING THE HOURS OF DARKNESS AS REQUIRED TO PERFORM CONSTRUCTION AND RELATED ACTIVITIES. COSTS FOR LIGHTING SHALL BE INCIDENTAL TO THE CONTRACT.
- 34. THE CONTRACTOR'S SUPERINTENDENT SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS WHILE THIS PROJECT IS IN PROGRESS. THE CONTRACTOR'S SUPERINTENDENT SHALL BE THE DESIGNATED RESPONSIBLE CONTRACTOR REPRESENTATIVE AND SHALL BE AVAILABLE IN CASE OF EMERGENCIES ON A 24-HOUR DAILY BASIS.
- 35. MOST CONSTRUCTION WORK IN THIS PROJECT WILL OCCUR WITHIN THE AIR OPERATIONS AREA (AOA) AND IS SUBJECT TO OPERATIONAL SAFETY AND SECURITY REQUIREMENTS OF THE COP AND FAA. ANY ADDITIONAL REQUIREMENTS AS MAY BE DEEMED NECESSARY BY THE COP OR THE FAA WILL BE COMPLIED WITH BY THE CONTRACTOR AT NO COST TO THE OWNER.
- 36. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO AND FROM THE PROJECT SITE IF NECESSARY.
- 37. ROADS USED AS CONTRACTOR ROUTES MAY BE USED BY OTHER AIRPORT VEHICLES. THE CONTRACTOR SHALL NOT INTERFERE WITH OTHER VEHICLE TRAFFIC AND SHALL YIELD TO EMERGENCY VEHICLES ALONG ANY OF THE AIRPORT OR PUBLIC ROADS.
- 38. EACH CONTRACTOR/SUBCONTRACTOR, INCLUDING EACH CONTRACTOR/SUBCONTRACTOR EMPLOYEE, WHO OPERATES A GROUND VEHICLE ON ANY PORTION OF THE AOA AT THE AIRPORT MUST BE FAMILIAR WITH:
 - DVT RULES AND REGULATIONS.
 - DVT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES.
 - •FAILURE TO COMPLY WITH DVT RULES AND REGULATIONS AND/OR PROCEDURES FOR THE OPERATION OF GROUND VEHICLES, WILL REQUIRE THE PERSON TO ATTEND A MOVEMENT AREA OPERATING PROCEDURES CLASS
- 39. ALL CONTRACTOR VEHICLES, INCLUDING HAULING VEHICLES, CONSTRUCTION EQUIPMENT (IE. ROLLERS. BACKHOES, SCRAPERS, ETC.) THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT WITHIN THE DESIGNATED LIMITS OF CONSTRUCTION OR HAUL ROUTES, SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3'X3' OR LARGER ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1' SQUARE, WHEN OPERATING DURING PERIODS OF DARKNESS OR LIMITED VISIBILITY, CONTRACTOR'S VEHICLES SHALL BE EQUIPPED WITH ROTATING OR FLASHING AMBER LIGHTS. DURING SUCH PERIODS, HAULING VEHICLES NOT SO EQUIPPED SHALL BE ESCORTED BY A VEHICLE SO SUPPLIED.

- 40. ALL VEHICLES AND EQUIPMENT SHALL BE KEPT WITHIN THE WORK AREAS ESTABLISHED FOR EACH WORKSHIFT UNLESS TRAVELING TO OR FROM THE SITE. ALL VEHICLES AND EQUIPMENT SHALL BE PARKED IN STAGING AREAS AS APPROVED BY THE ENGINEER AND AIRPORT.
- 41. CONTRACTOR SHALL PROVIDE TRAINED FLAGMEN TO COORDINATE AND CONTROL CONSTRUCTION TRAFFIC WHEN OPERATING ACROSS ANY ACTIVE TAXIWAY. FLAGMEN SHALL BE EQUIPPED WITH RADIOS ON GROUND CONTROL FREQUENCY AND SHALL ALLOW TRAFFIC CROSSINGS ON ACTIVE TAXIWAYS AND RUNWAYS ONLY UPON SPECIFIC AUTHORIZATION BY AIR TRAFFIC CONTROL. FLAGMEN SHALL ALSO BE PROVIDED FOR CONTROLLING EQUIPMENT ENTERING AND LEAVING THE PROJECT AREA.
- 42. THE CONTRACTOR SHALL AT NO TIME CROSS AN ACTIVE RUNWAY OR TAXIWAY UNLESS ESCORTED BY A COP RADIO ESCORT. VIOLATION COULD RESULT IN PERMANENT EJECTION FROM THE AIRPORT PROPERTY AND/OR THE ASSESSMENT OF FINES.
- 43. CONTRACTOR ACCESS GATE SHALL BE MANNED BY A CONTRACTOR SUPPLIED GATE GUARD OR REMAIN LOCKED AT ALL TIMES (WHEN NOT OCCUPIED). APPROVED GATE GUARD SHALL CONTROL ACCESS TO ALLOW ONLY AUTHORIZED CONSTRUCTION TRAFFIC TO ENTER THE SITE.
- 44. CONSTRUCTION EQUIPMENT SHALL NOT PENETRATE THE HEIGHT RESTRICTIONS FOR FAR PART 77.
- 45. ALL SURFACE RUNOFF FROM THE STAGING AREA OR THE AREAS UNDER CONSTRUCTION SHALL BE COLLECTED AND ADEQUATELY FILTERED BEFORE DISCHARGE INTO THE EXISTING DRAINAGE SYSTEM. CONTRACTOR SHALL MITIGATE THE IMPACTS OF RUNOFF FROM THE SITE IN CONFORMANCE WITH THE SPECIFICATIONS.
- 46. NO ADJUSTMENT FOR ADDITIONAL COMPENSATION AND TIME WILL BE MADE FOR TIME LOST IN WORK AREAS CONTIGUOUS TO TAXIWAYS AND RUNWAYS DUE TO AIRCRAFT TRAFFIC.
- 47. CONTRACTOR SHALL NOTE IN THE RECORD DRAWINGS ANY AND ALL PIPES, DUCTS AND CABLES FOUND DURING EXCAVATION. INDICATE EXACT POSITION, ELEVATION, DIRECTION, SIZE, MATERIAL, PURPOSE AND ACTIVE
- 48. ANY PAINT USED FOR NEW PAVEMENT MARKINGS SHALL BE LEAD FREE CERTIFIED. CONTRACTOR TO PROVIDE SAFETY DATA SHEET TO THE AIRPORT FOR APPROVAL PRIOR TO CONSTRUCTION.
- 49. BEFORE ANY WORK COMMENCES, AN ASBESTOS AND LEAD SURVEY NEEDS TO BE COMPLETED. THE CONTRACTOR SHALL CONTACT CITY OF PHOENIX AVIATION DEPARTMENT PROJECT MANAGER APPROXIMATELY 3-4 WEEKS PRIOR TO CONSTRUCTION ACTIVITIES TO HAVE THE ASBESTOS AND LEAD SURVEY DONE. ANY ENVIRONMENTAL HAZARDS FOUND DURING THIS SURVEY SHALL BE ABATED PRIOR TO ANY DISTURBANCE. CONTRACTOR TO ALSO NOTIFY CITY OF PHOENIX AVIATION DEPARTMENT PROJECT MANAGER FOR ANY SUBSURFACE MATERIALS FOUND DURING CONSTRUCTION. CONTRACTOR SHALL ASSUME ALL SUSPECT MATERIALS CONTAIN ASBESTOS (ANYTHING OTHER THAN UNPAINTED WOOD, METAL, OR GLASS) UNLESS OTHERWISE
- 50. IF SOIL IS TO BE REMOVED FROM THE AIRPORT, THEN PRIOR TO ANY WORK COMMENCING, SOIL SAMPLING NEEDS TO BE COMPLETED. THE CONTRACTOR SHALL CONTACT CITY OF PHOENIX AVIATION DEPARTMENT PROJECT MANAGER APPROXIMATELY 3-4 WEEKS PRIOR TO CONSTRUCTION ACTIVITIES TO HAVE THE SOIL SAMPLING COMPLETED. THE SOIL SHALL BE SAMPLED BY COP ENVIRONMENTAL ON-CALL CONSULTANTS WITH ASSISTANCE FROM THE CONTRACTOR. CONTRACTOR SHALL PROVIDE BARRICADES, COMMUNICATE WITH OPERATIONS AND REPLACE THE CORED AREA AFTER SAMPLING IS COMPLETE PER AIRPORT SPECIFICATIONS.
- 51. THE PROJECT WILL DISTURB MORE THAN 1/10 OF AN ACRE. THE CONTRACTOR SHALL OBTAIN A MARICOPA COUNTY DUST CONTROL PERMIT PRIOR TO CONSTRUCTION.
- 52. THE CONTRACTOR SHALL OBTAIN A CONSTRUCTION GENERAL PERMIT FROM ADEQ AND IMPLEMENT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP SHALL BE SUBMITTED TO COP AIRPORT ENVIRONMENTAL FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
- 53. ANY WASTE OR CONSTRUCTION DEBRIS MUST BE DISPOSED OF PROPERLY. THE DISPOSAL OF MATERIAL OFF-SITE SHALL BE DONE IN A LAWFUL MANNER AND AT A SITE HAVING CURRENT APPROVAL TO ACCEPT SOLID WASTE FOR DISPOSAL.
- 54. CONTRACTOR TO OBTAIN PERMIT FROM THE WATER DEPARTMENT TO ACCESS STORM DRAINS. STORM DRAIN
- 55. SERVICE ROAD ACCESS SHALL BE MAINTAINED AT ALL TIMES. ALIGNMENT FOR SERVICE ROAD DETOURS SHALL BE APPROVED BY AIRPORT OPERATIONS AND SECURITY.





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7488	SECTION 2—28, THESE PLANS ARE FOR OFFICIAL USE ONLY AND MAY NOT BE SHARED WITH OTHERS EXCEPT AS REQUIRED TO FULFILL THE OBLIGATIONS OF CONTRACTOR'S CONTRACT WITH THE CITY OF PHOENIX" REVISIONS / SUBMISSIONS

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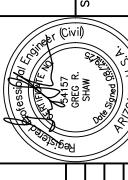
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REFERENCE NUMBER: SHEET 03 OF 54



		APPROXIMATE QUANTITY SUMMARY		
LINE NO.	ITEM NO.	DESCRIPTION	I I I I I I I I I I I I I I I I I I I	APPROXIMATE QUANTITY
	SP-30.1	CONSTRUCTION SURVEY LAYOUT	LS	1
	SP-31.1	MISCELLANEOUS REMOVALS AND OTHER WORK (ALLOWANCE)	ALLOWANCE	1
	SP-33.1	LOWER EXISTING STRUCTURE TO FINISH GRADE	EA	1
	SP-34.1	UNFORESEEN UTILITY LOCATIONS (ALLOWANCE)	ALLOWANCE	1
	SP-35.1 SP-37.1	EXISTING UTILITY RELOCATIONS (ALLOWANCE) REMOVE, HAUL, AND STOCKPILE CRUSHED AGGREGATE SLOPE PROTECTION	ALLOWANCE SY	1,095
	SP-38.1	HAUL AND PLACE CRUSHED AGGREGATE SLOPE PROTECTION	SY	1,451
	SP-41-8.1	AIRPORT SAFETY AND SECURITY (M-003)	LS	1
		LOCATION OF UNDERGROUND UTILITIES	LS	1
	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1
11	C-102-6.1	STORM WATER POLLUTION PREVENTION	LS	1
12	C-105	MOBILIZATION (MAXIMUM 4%)	LS	1
13	P-101-5.1a	REMOVE ASPHALT PAVEMENT UP TO 4"	SY	8,719
14	P-101-5.1b	REMOVE ASPHALT PAVEMENT UP TO 2"	SY	4,490
		MILL EXISTING AC PAVEMENT, 2" DEPTH	SY	1,627
		CLEARING AND GRUBBING	LS	1
	P-152	UNCLASSIFIED EXCAVATION	CY	1,091
	P-155 P-209	LIME-TREATED SUBGRADE CRUSHED AGGREGATE BASE COURSE	 	2,595 2,422
	P-401	ASPHALT SURFACE COURSE	 	868
		EMULSIFIED ASPHALT TACK COAT	TON	1
		OBLITERATE EXISTING PAVEMENT MARKING	 	384
23	P-620-5.2.b.1	YELLOW PAINT MARKING	SF	2,998
24	P-620-5.2.b.2	WHITE PAINT MARKING	SF	461
		RED PAINT MARKING	SF	126
		BLACK PAINT MARKING	SF	1,907
		REFLECTIVE MEDIA	LS	1
	D-701-5.1a	24 INCH RGRCP, CLASS V		51
	D-705-5.4 D-751-5.1a	INSTALL NEW 4" HDPE PERFORATED PIPE CONSTRUCT TRIPLE GRATE CATCH BASIN PER COP DETAIL P1570, WITH CONCRETE APRON PER ADOT DETAIL C-15.80	EA EA	20
	D-751-5.1b	CONSTRUCT STORM DRAIN MANHOLE PER COP DETAIL P1520 AND MAG DETAIL 522	EA	1
32		REMOVE AND SALVAGE EXISTING TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER, REMOVE EXISTING BASE CAN		33
33		REMOVE AND SALVAGE EXISTING TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER, EXISTING BASE CAN TO REMAIN	EA	8
34	L-100-5.3	REMOVE AND SALVAGE EXISTING RUNWAY GUARD LIGHT AND ISOLATION TRANSFORMER, REMOVE EXISTING BASE CAN	EA	2
35	L-100-5.5	EXCAVATE AND REMOVE EXISTING CONDUIT AND CONDUCTOR	LF	4,800
36	L-100-5.6	REMOVE EXISTING CONDUCTOR, CONDUIT TO REMAIN	LF	700
37	L-100-5.7	REMOVE EXISTING CONCRETE ENCASED DUCTBANK		265
38	L-100-5.8	REMOVE AND SALVAGE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER, REMOVE CONCRETE SIGN BASE	EA	8
39	L-100-5.9	EXCAVATE AND REMOVE EXISTING CONCRETE HAND HOLE	EA	5
40		REMOVE EXISTING CONCRETE HAND HOLE LID TO VERIFY SIZE FOR NEW LID EXCAVATE AND REMOVE EXISTING CONCRETE DUCT MARKER	EA EA	2
	L-100-5.12	TEMPORARY AIRFIELD LIGHTING CIRCUIT JUMPERS	LS	1
	L-108-5.1	L-824, TYPE C, 1/C #8 AWG, 5KV CABLE, W/ #6 BARE COPPER GROUND	LF	1,850
44	L-108-5.2	L-824, TYPE C, 2/C #8 AWG, 5KV CABLE, W/ #6 BARE COPPER GROUND	LF	3,855
45	L-110-5.1	SINGLE-WAY, (1) - 2" CONDUIT, DIRECT BURIED (TEMPORARY CIRCUIT JUMPER SLEEVE)	LF	110
46	L-110-5.2	SINGLE-WAY, (1) - 2" CONDUIT, SLURRY ENCASED	LF	1,280
47	L-110-5.4	MULTIPLE-WAY, (4) - 2" CONDUIT, SLURRY ENCASED	LF	670
48	L-110-5.6	MULTIPLE-WAY, (6) - 2" CONDUIT, SLURRY ENCASED	LF	590
49	L-110-5.7	MULTIPLE-WAY, (6) - 2" CONDUIT, CONCRETE ENCASED	LF	285
50	L-110-5.13	MULTIPLE-WAY, (2) - 2" CONDUIT, SLURRY ENCASED	LF	155
51	L-110-5.14	SINGLE-WAY, (1) - 2" CONDUIT, SLURRY ENCASED - RETROFIT IN EXISTING ASPHALT PAVEMENT	LF	10
52	L-115-5.1	NEW HANDHOLE, PREFABRICATED CONCRETE 4'X4'X4' WITH AIRCRAFT RATED LID, FURNISHED AND INSTALLED	EA	5
53	L-115-5.3	PROVIDE AND INSTALL NEW PRECAST LID WITH CYLINDER ASSISTED, AIRCRAFT RATED HATCH ON EXISTING CONCRETE HAND HOLE	EA	1
54		PROVIDE AND INSTALL RGL ISOLATION BOXES AND CONDUITS IN NEW OR EXISTING CONCRETE HAND HOLE	EA	3
		NEW L-867D JUNCTION CAN WITH STEEL BLANK COVER	EA	1
		INSTALL SALVAGED ELEVATED RGL AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN	EA	2
		NEW L-858(L) SIZE 1, STYLE 2, 2-MODULE, AIRFIELD GUIDANCE SIGN, ON NEW CONCRETE SIGN BASE W/ ASPHALT MAINTENANCE PAD	EA	3
58		NEW L-858(L) SIZE 2, STYLE 2, 2-MODULE, AIRFIELD GUIDANCE SIGN, ON NEW CONCRETE SIGN BASE W/ ASPHALT MAINTENANCE PAD	EA	1
59		NEW L-858(L) SIZE 1, STYLE 2, 3-MODULE, AIRFIELD GUIDANCE SIGN, ON NEW CONCRETE SIGN BASE W/ ASPHALT MAINTENANCE PAD	EA	2
60		NEW ELEVATED L-861T(L) LED TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN		26
		NEW L-867B TAXIWAY EDGE LIGHT BASE WITH STEEL BLANK COVER PLATE	EA	4
62		NEW L-861T(L) LED TAXIWAY EDGE LIGHT W/ STEMS, FRANGIBLE COUPLINGS AND ISOLATION TRANSFORMERS (SPARES)	EA	1
63		NEW ELEVATED L-861T(L) LED TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN - RETROFIT IN EXISTING ASPHALT PAVEMENT	EA	Ω
64	L-125-5.15	NEW ELEVATED L-861T(L) LED TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON EXISTING L-867 BASE CAN WITH NEW BOLTS AND GASKET	EA	υ





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DEER VALLEY AIRPORT
RELOCATE TAXIWAY B AN
CONSTRUCT CONNECTO
B6 AND B9 - GMP 2

Checked by: G. SHAW

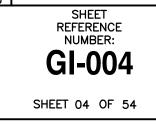
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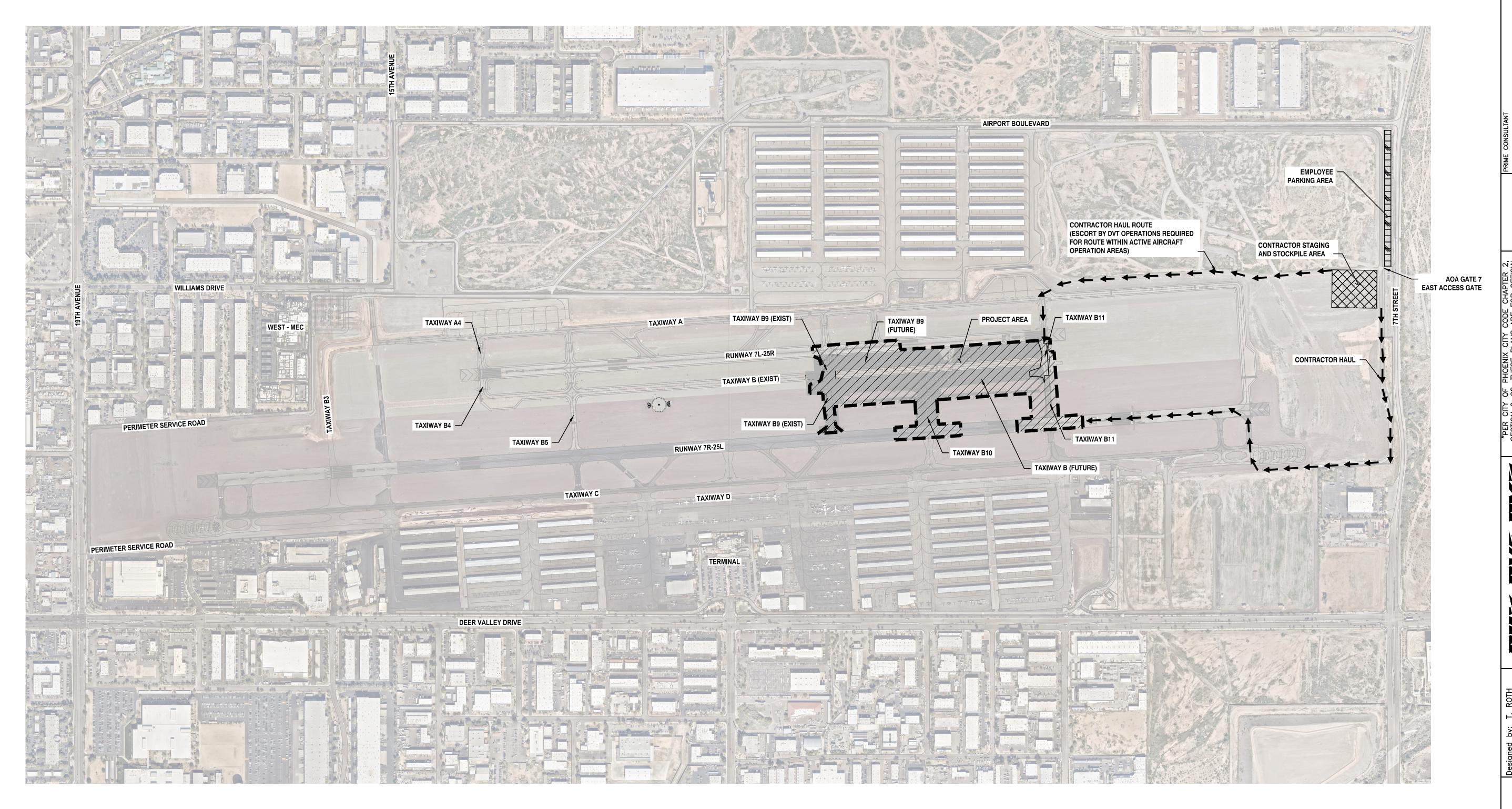
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AIP NO.:
3-04-0028-048-2025

QUANTITY SUMMARY

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LEGEND



CONTRACTOR HAUL ROUTE

CONTRACTOR STAGING/STOCKPILE AREA

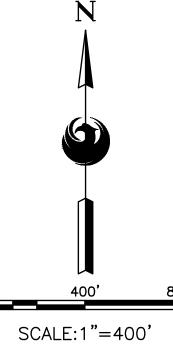


PROJECT AND

EMPLOYEE PARKING AREA

NOTES:

- 1. AREAS SHOWN ARE INTENDED TO BE AN APPROXIMATE GEOGRAPHICAL REPRESENTATION.
- 2. THE CONTRACTOR SHALL COORDINATE THE LIMITS OF THE STAGING AND STOCKPILE AREA, THE LIMITS OF THE EMPLOYEE PARKING AND TEMPORARY FENCING WITH DVT PRIOR TO CONSTRUCTION.
- 3. CONTRACTOR CAN ACCESS THE SITE USING AOA ACCESS GATE 7 ON 7TH STREET. CONTRACTOR SHALL COORDINATE WITH AND OBTAIN APPROVAL FROM AIRPORT OPERATIONS REGARDING USE OF ANY GATE. AIRPORT OPERATIONS MAY ALLOW ACCESS FROM OTHER GATES, BASED ON AVAILABILITY OF SECURITY STAFF.
- 4. CONTRACTOR TO ENSURE THAT NO CONSTRUCTION TRAFFIC ENTERING SITE BACKS UP ON OR BLOCKS ANY PUBLIC STREET.
- 5. ANY EXISTING PAVEMENT AREA ALONG ANY HAUL ROUTE SHALL BE ADEQUATELY PROTECTED PER TECHNICAL SPECIAL PROVISION SPECIFICATION ITEM 41 AIRPORT SAFETY AND SECURITY (M-003) PRIOR TO ANY HAULING ACTIVITIES.



Contact Arizona 811 at least two full

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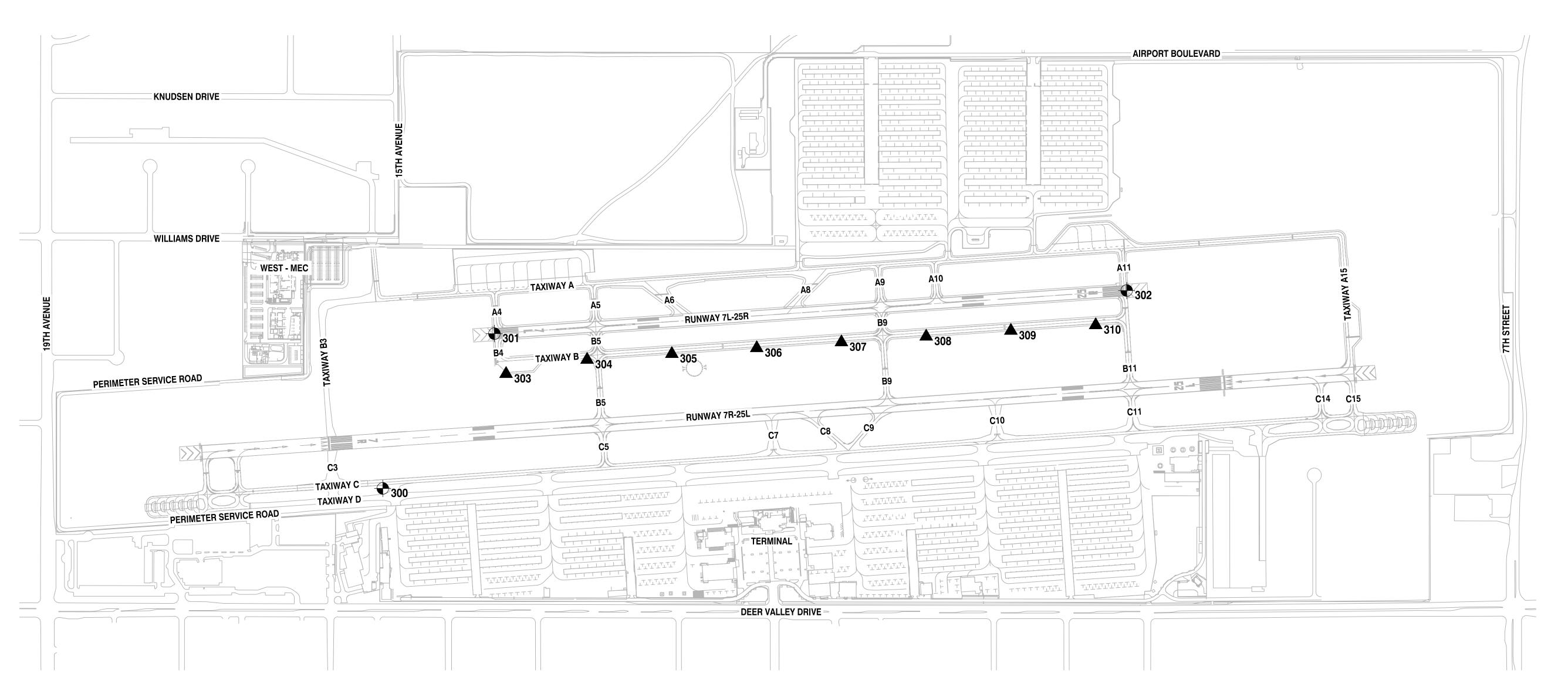
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SHEET
REFERENCE
NUMBER:
GI-401
SHEET 05 OF 54

LAYOUT



	▲ SURV	EY CONTRO	L POINTS	
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
303	978194.40	647631.68	1452.51	SET PK NAIL
304	978295.35	648207.11	1456.16	SET PK NAIL
305	978336.53	648808.83	1458.99	SET PK NAIL
306	978377.86	649411.66	1462.26	SET PK NAIL
307	978419.33	650012.86	1465.15	SET PK NAIL
308	978459.93	650614.89	1468.18	SET PK NAIL
309	978501.05	651216.11	1471.17	SET PK NAIL
310	978541.16	651818.28	1474.07	SET PK NAIL

PRIMARY CONTROL POINTS				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
300	977381.08	646756.34	1443.80	BCF DVT B (SACS)
301	978480.29	647549.01	1455.15	BCF 7L THRESHOLD MONUMENT
302	978786.48	652038.60	1477.09	BCF 25R THRESHOLD MONUMENT

LEGEND

SITE BENCHMARK

BCF BRASS CAP FLUSH

SURVEY CONTROL NOTES

THE FIELD PORTION OF THIS SURVEY WAS PERFORMED DURING THE MONTHS OF JULY AND AUGUST, 2019. THE THRESHOLD MONUMENTS WERE SINCE REPLACED. THE NEW THRESHOLD MONUMENTS (#301 & #302) TEMPORARY BENCHMARK WERE LOCATED JANUARY 21, 2025 USING GPS, ELEVATIONS SHOWN ARE NOT BY DIFFERENTIAL LEVELING.

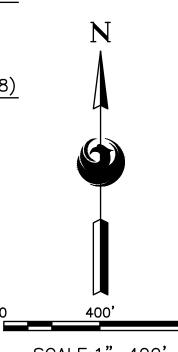
HORIZONTAL DATUM (NAD 83 NORTH AMERICAN DATUM OF 1983)

ALL COORDINATES SHOWN ARE GROUND VALUES BASED ON NAD83 ARIZONA STATE PLANE CENTRAL ZONE GRID COORDINATES SCALED ABOUT 0,0 BY A FACTOR OF 1.00016216.

VERTICAL DATUM (NAVD 88 NORTH AMERICAN VERTICAL DATUM OF 1988) PRIMARY SITE BENCHMARK - DVT B (SACS) POINT #300 A BRASS CAP FLUSH PER NGS DATA SHEET HAVING AN ELEVATION OF 1443.80 (NAVD88)

NOTE:

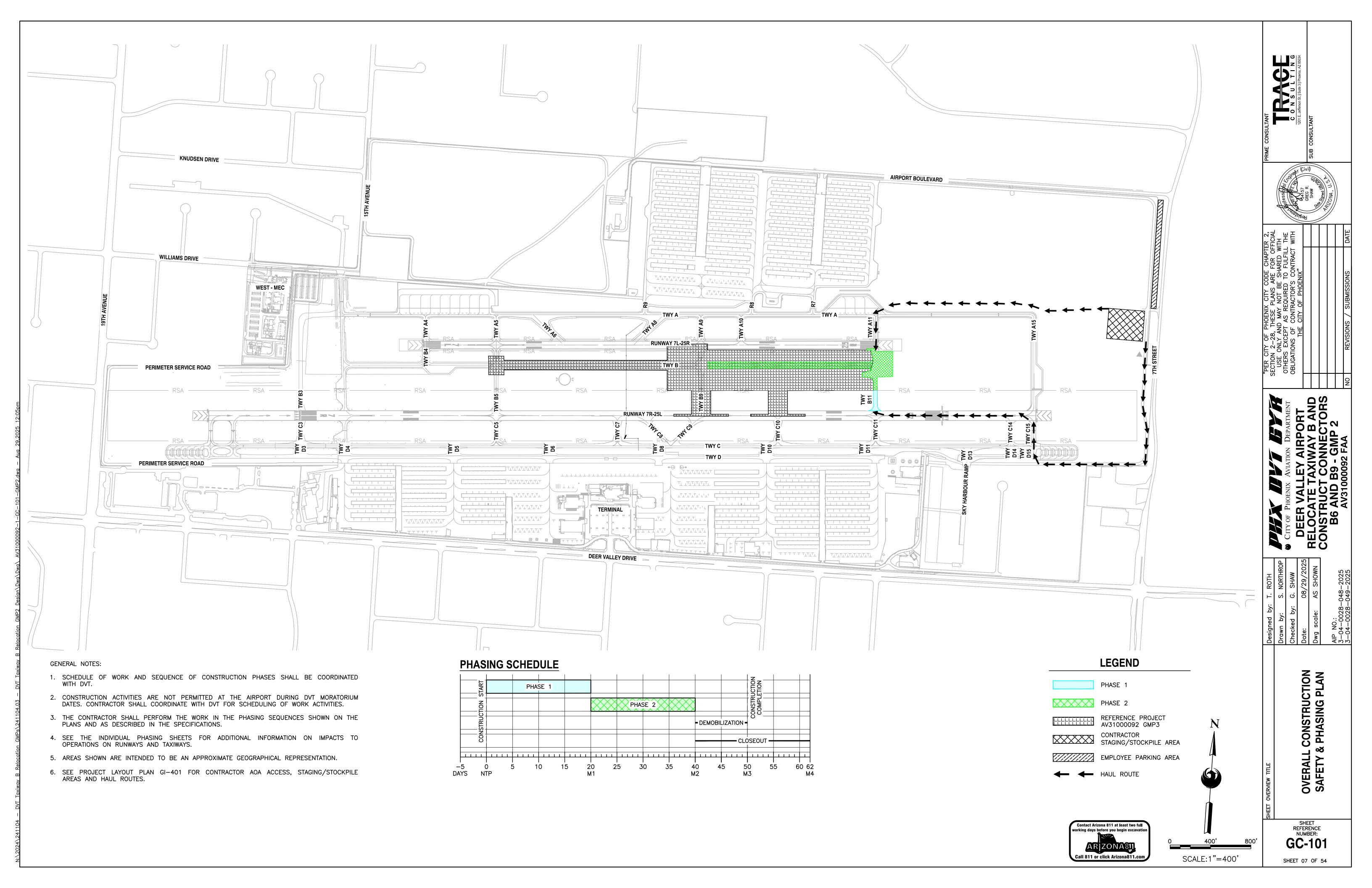
1. THE CONTRACTOR SHALL PROVIDE WRITTEN CONFIRMATION OF COORDINATES AND ELEVATIONS OF BENCHMARKS PRIOR TO CONSTRUCTION.

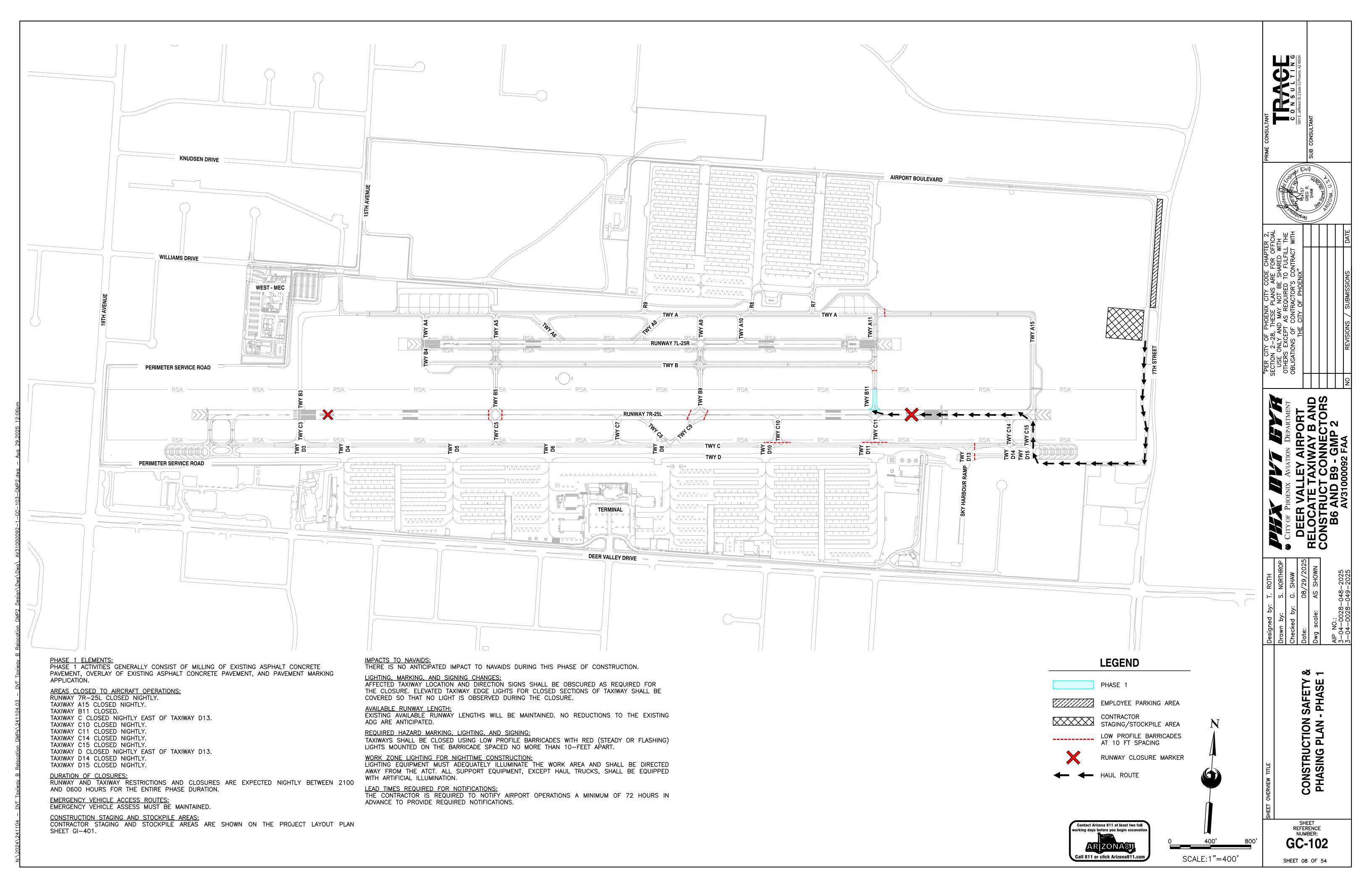


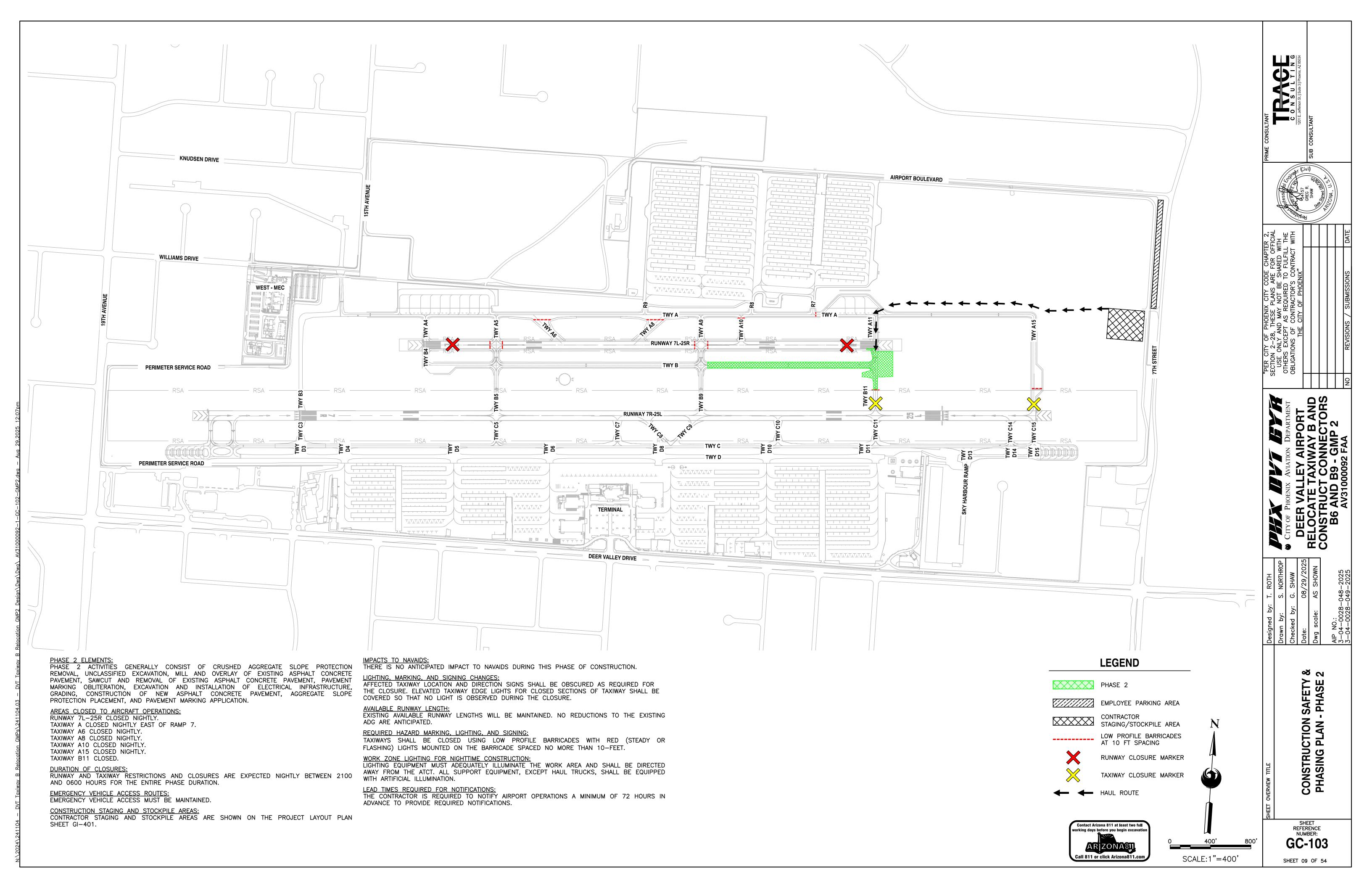


SHEET REFERENCE NUMBER: **VF-401** SHEET 06 OF 54

CONTROL







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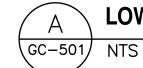


BARRICADES AND THEIR PLACEMENT SHALL MEET THE REQUIREMENTS OF FAA AC 150/5370-2G OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

VERTICAL PANEL BARRICADE (FLASHING RED LIGHT) GC-501 NTS

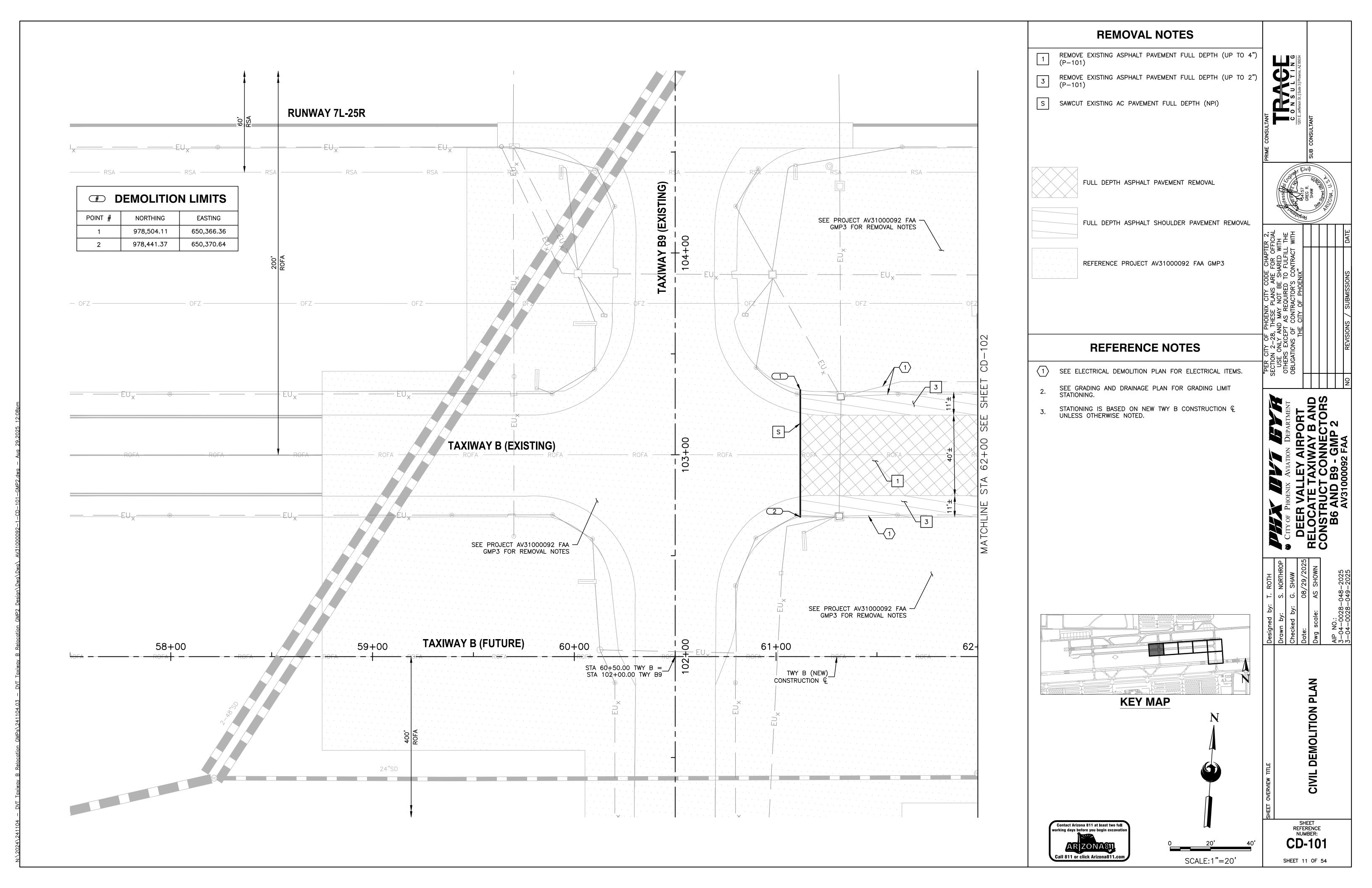


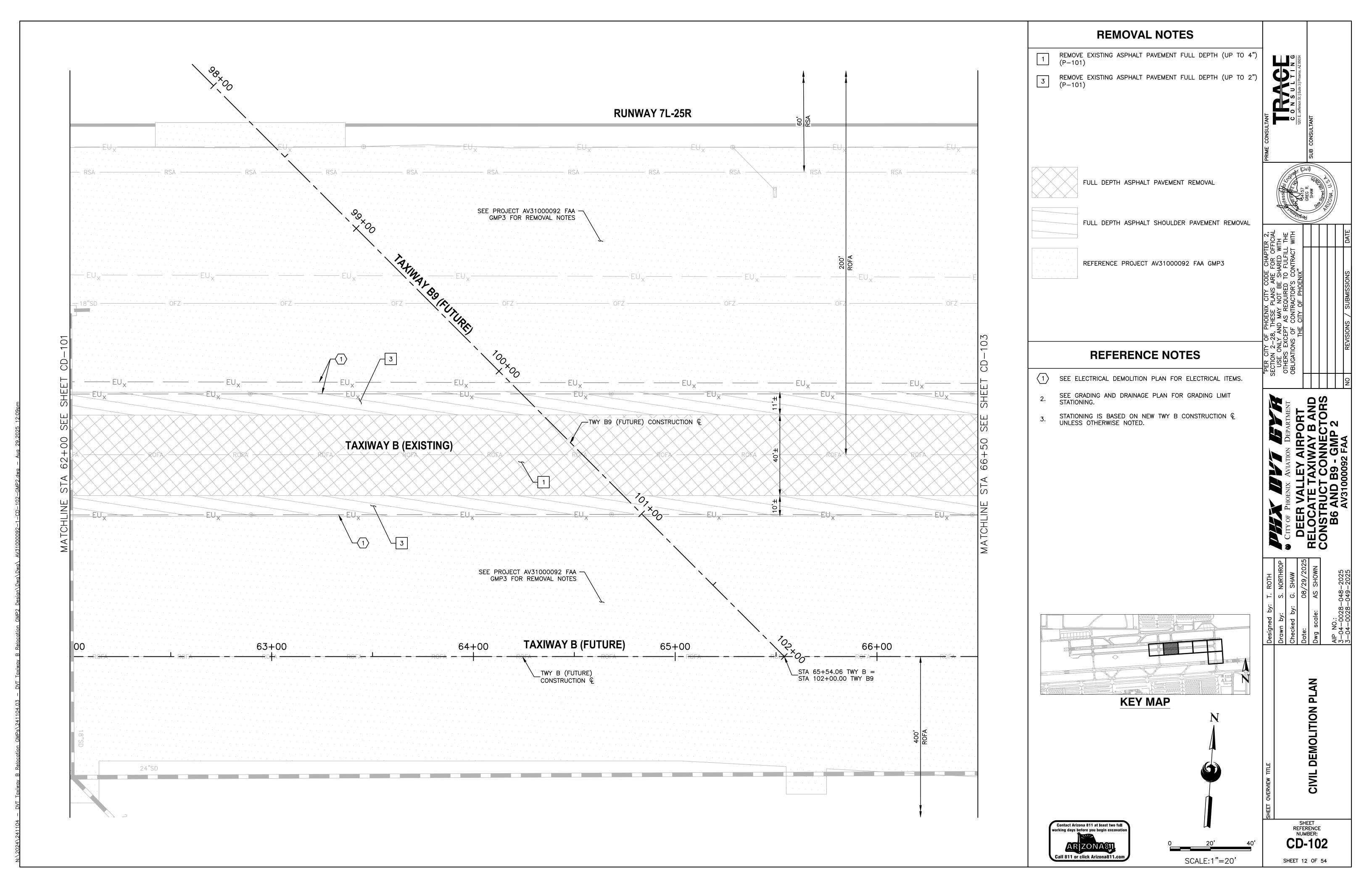
BARRICADES AND THEIR PLACEMENT SHALL MEET THE REQUIREMENTS OF FAA AC 150/5370-2G OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

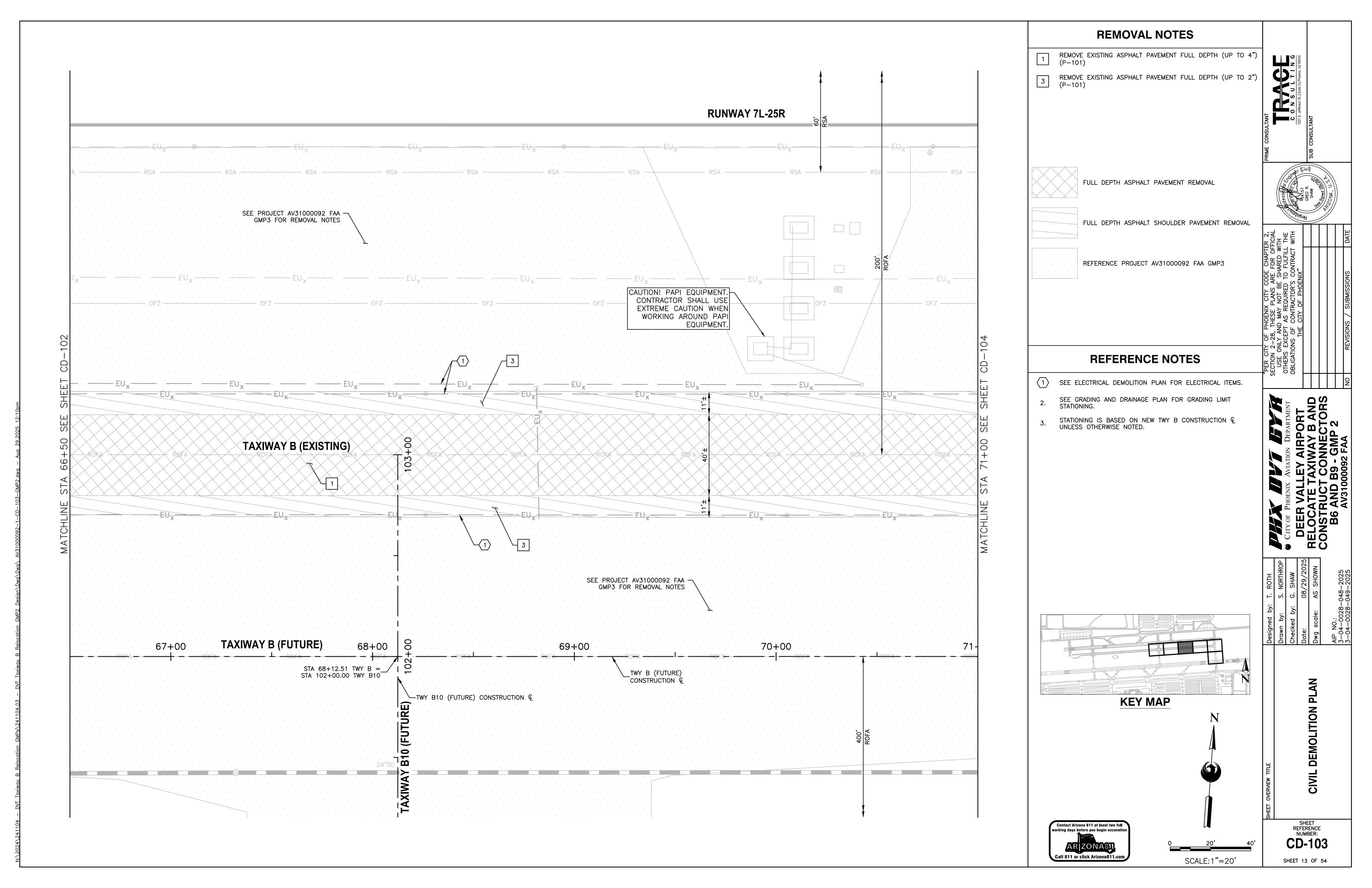


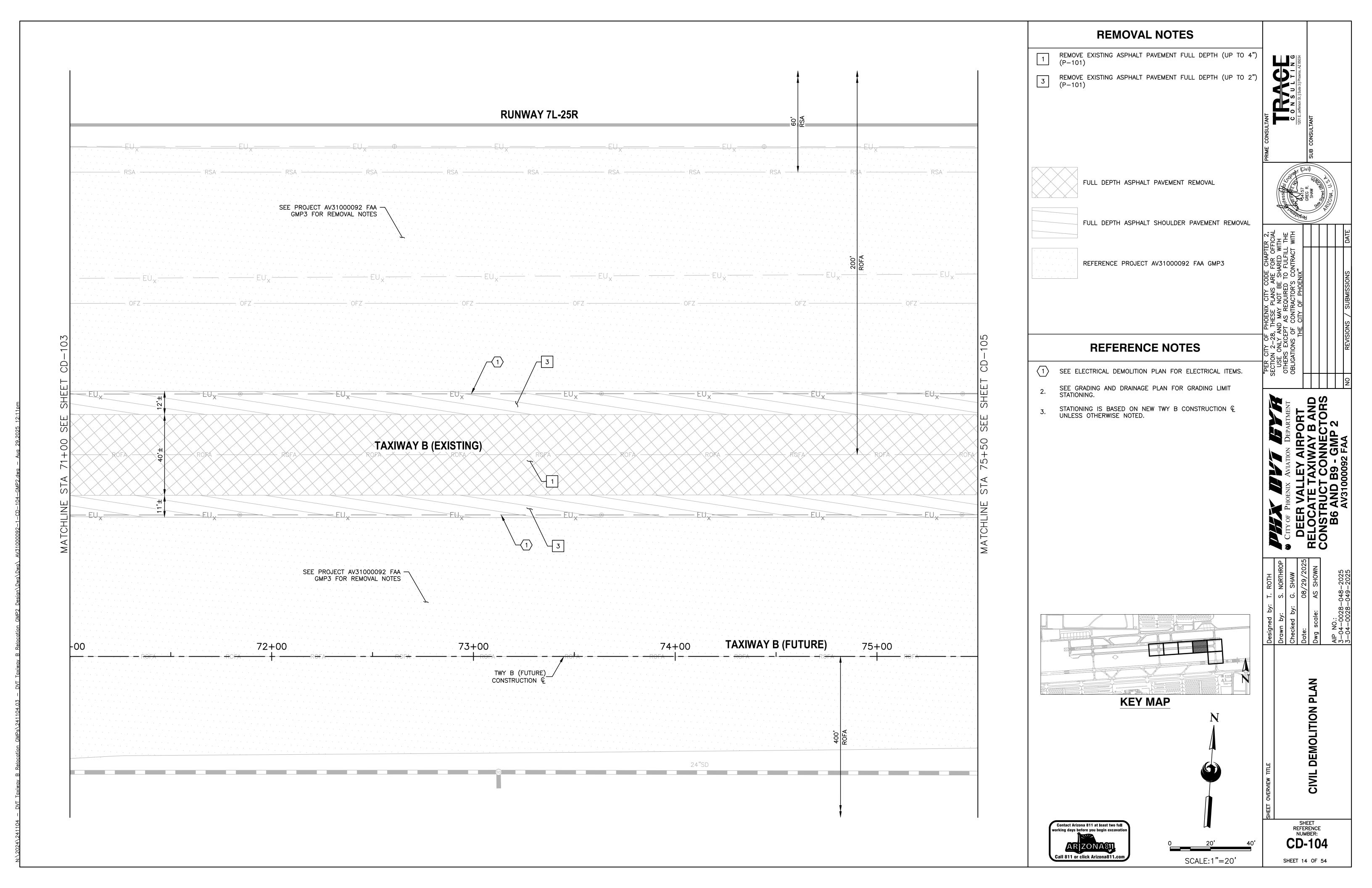
LOW PROFILE BARRICADE - TYPE 1 (TWO FLASHING RED LIGHTS)

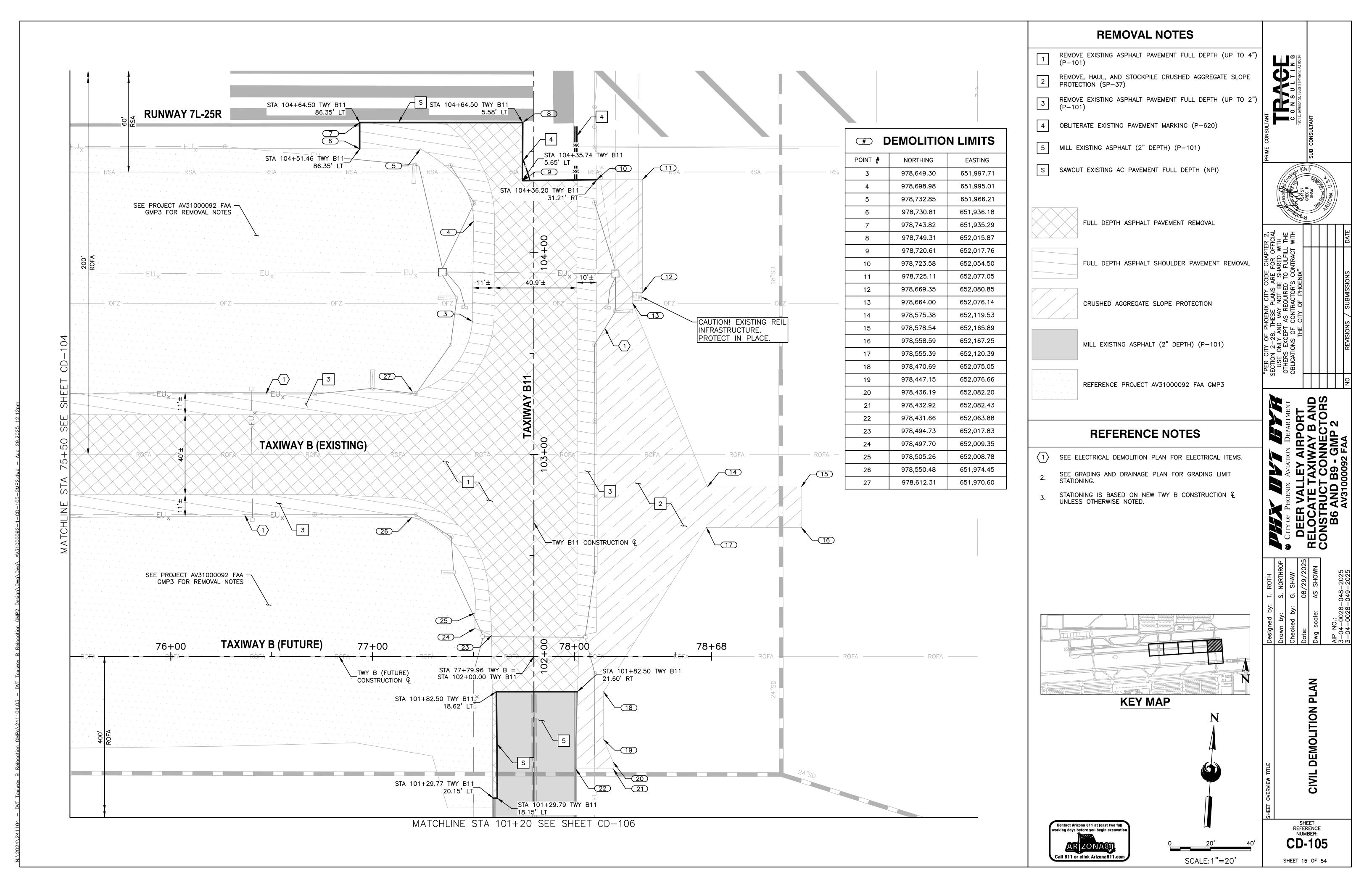


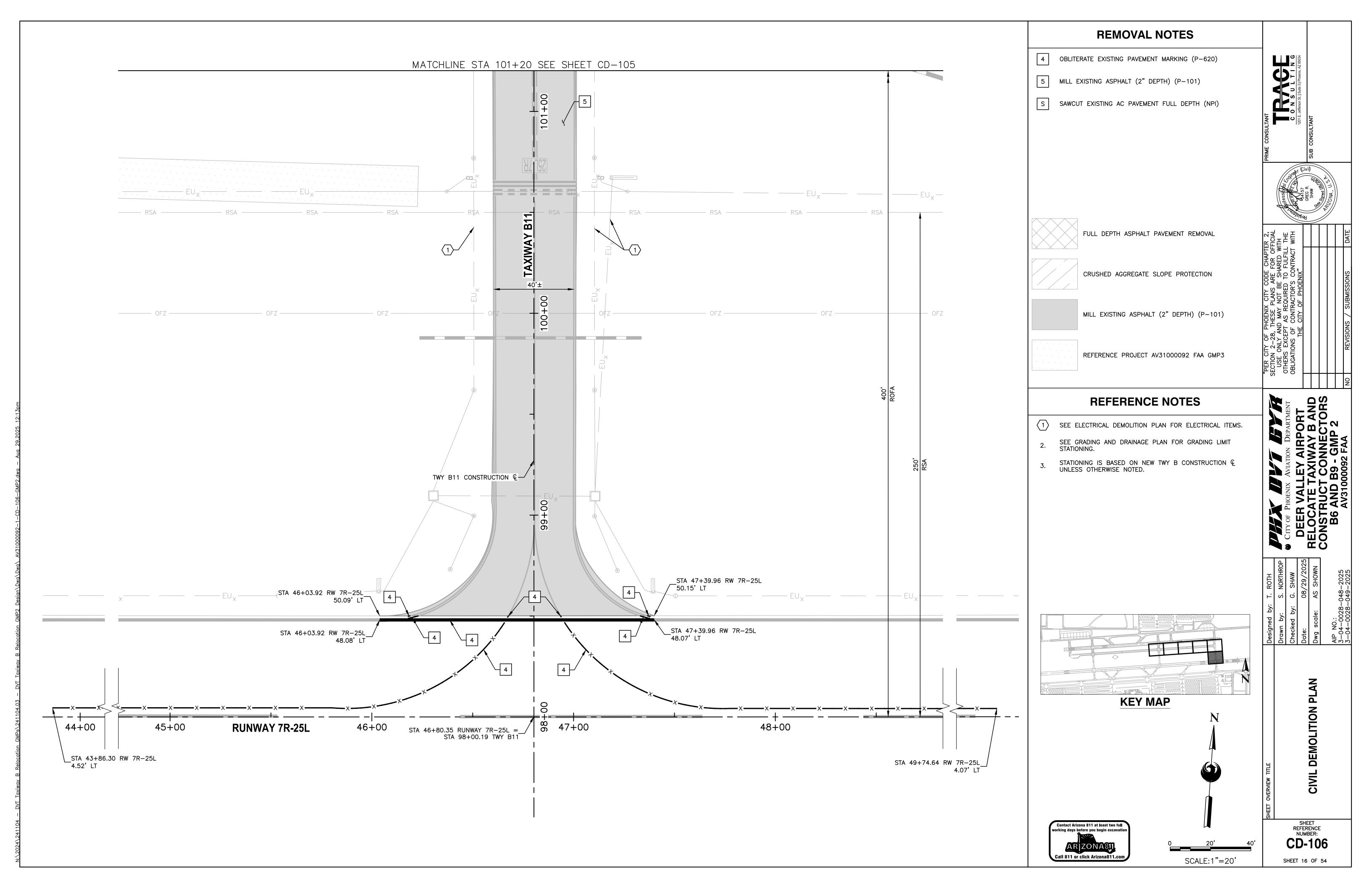


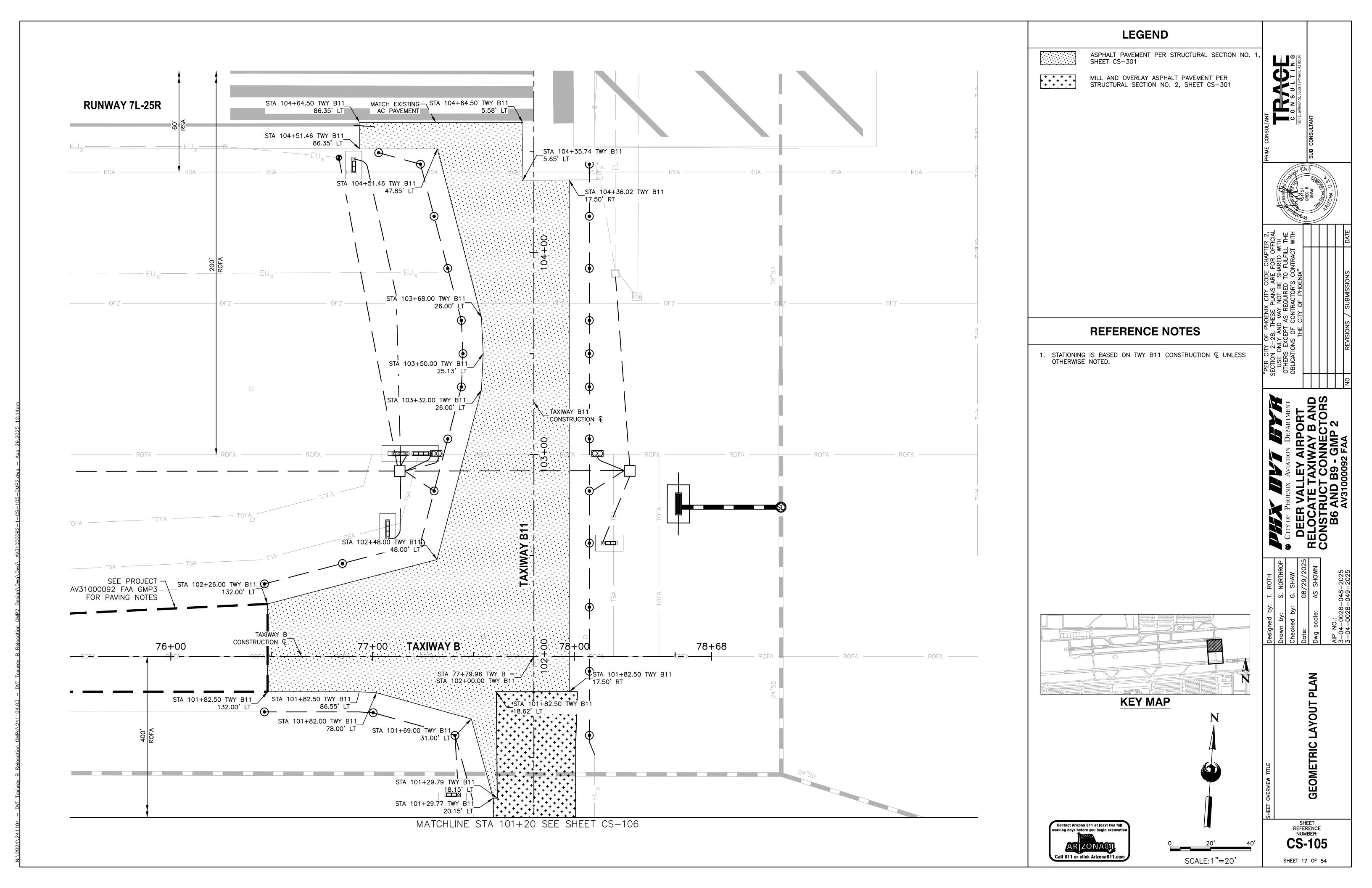


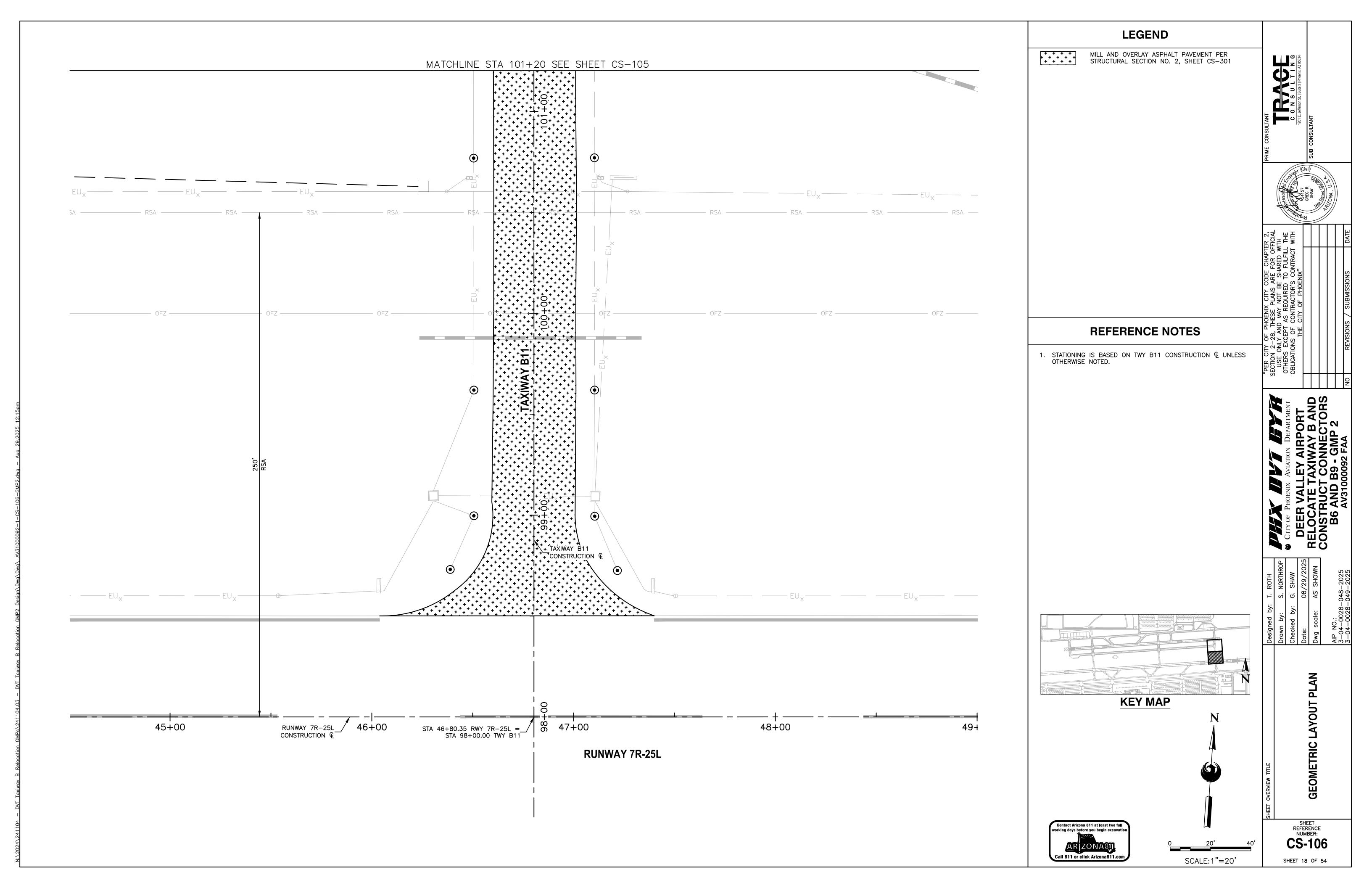


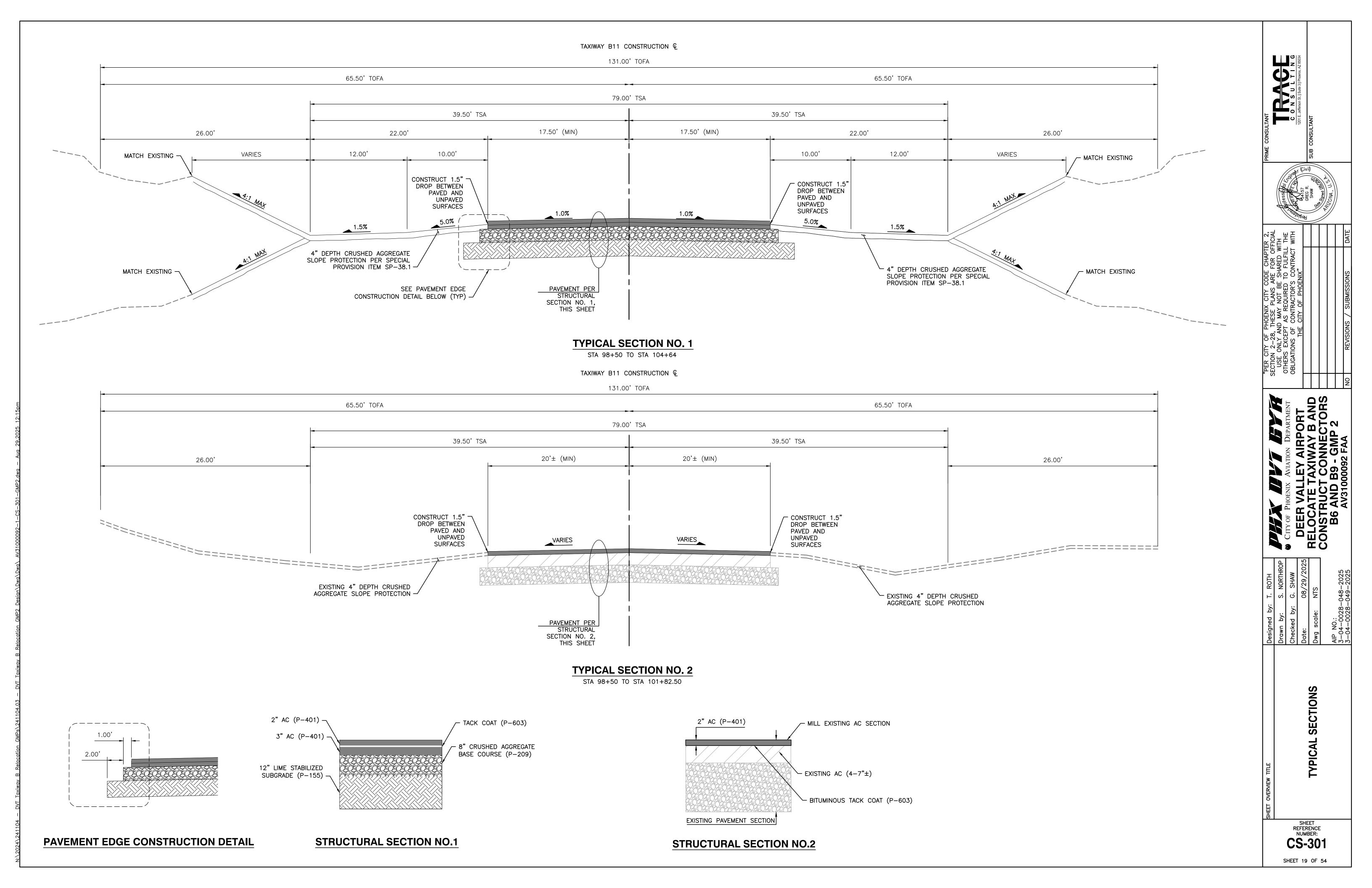


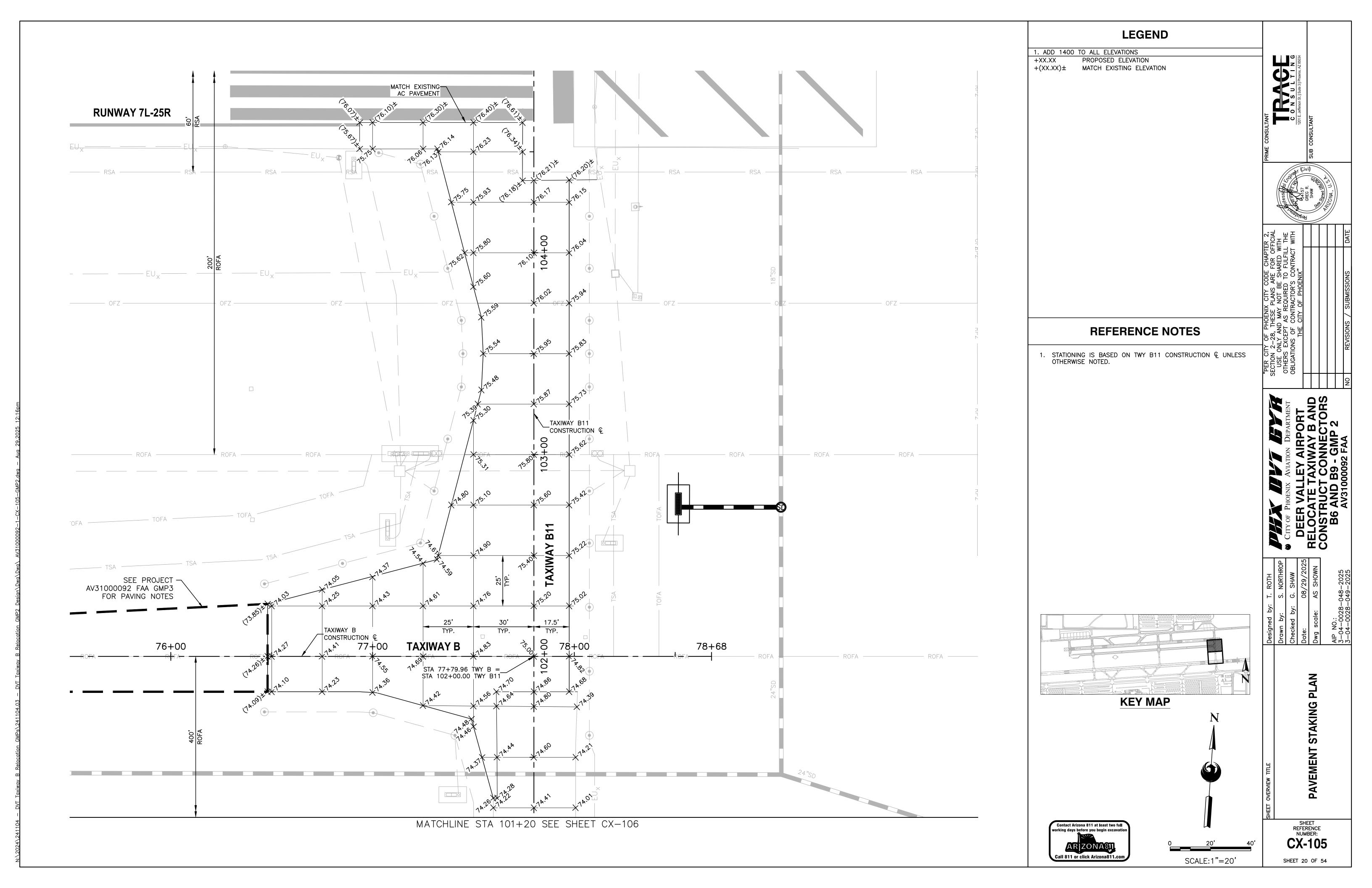


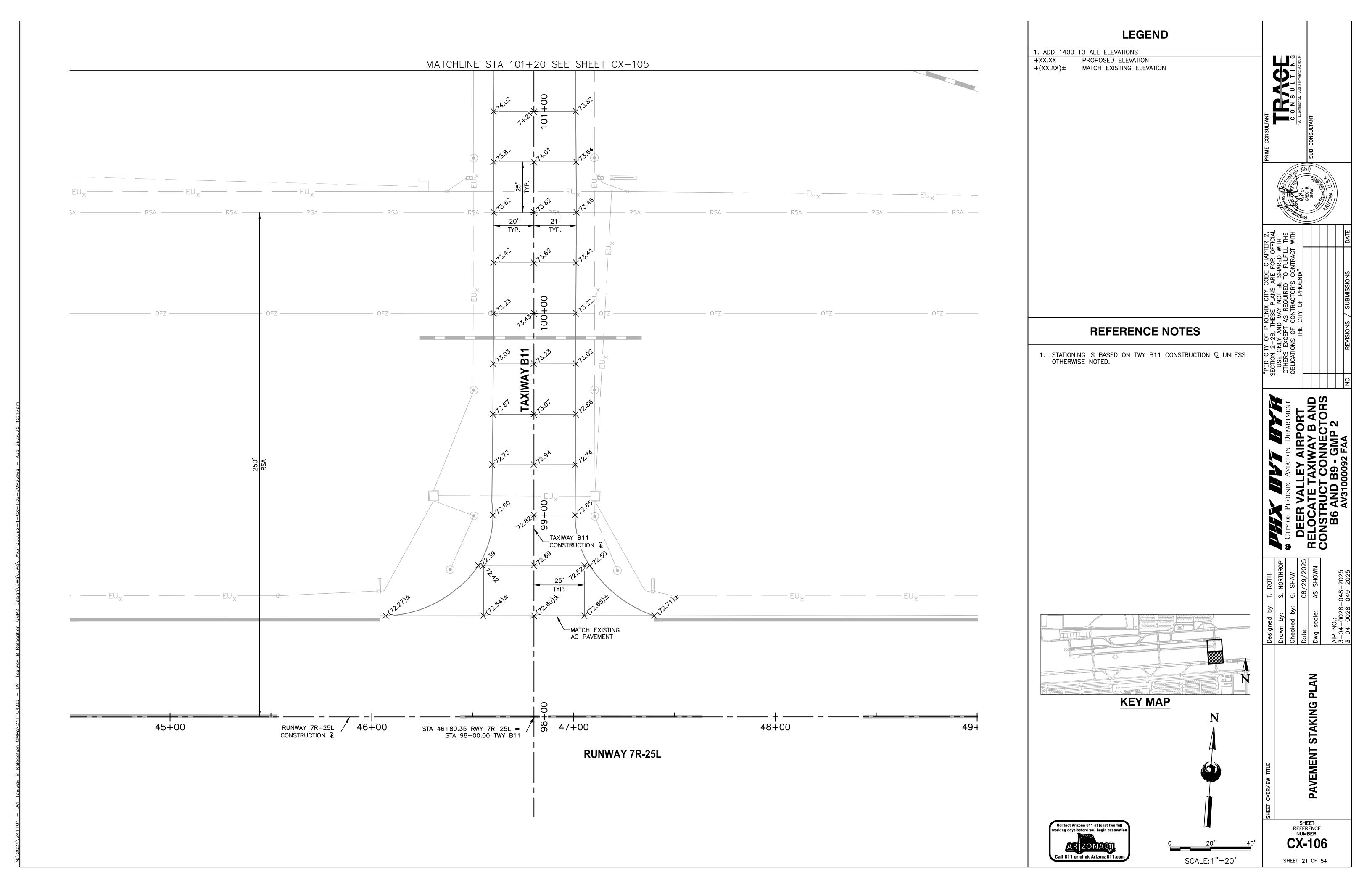


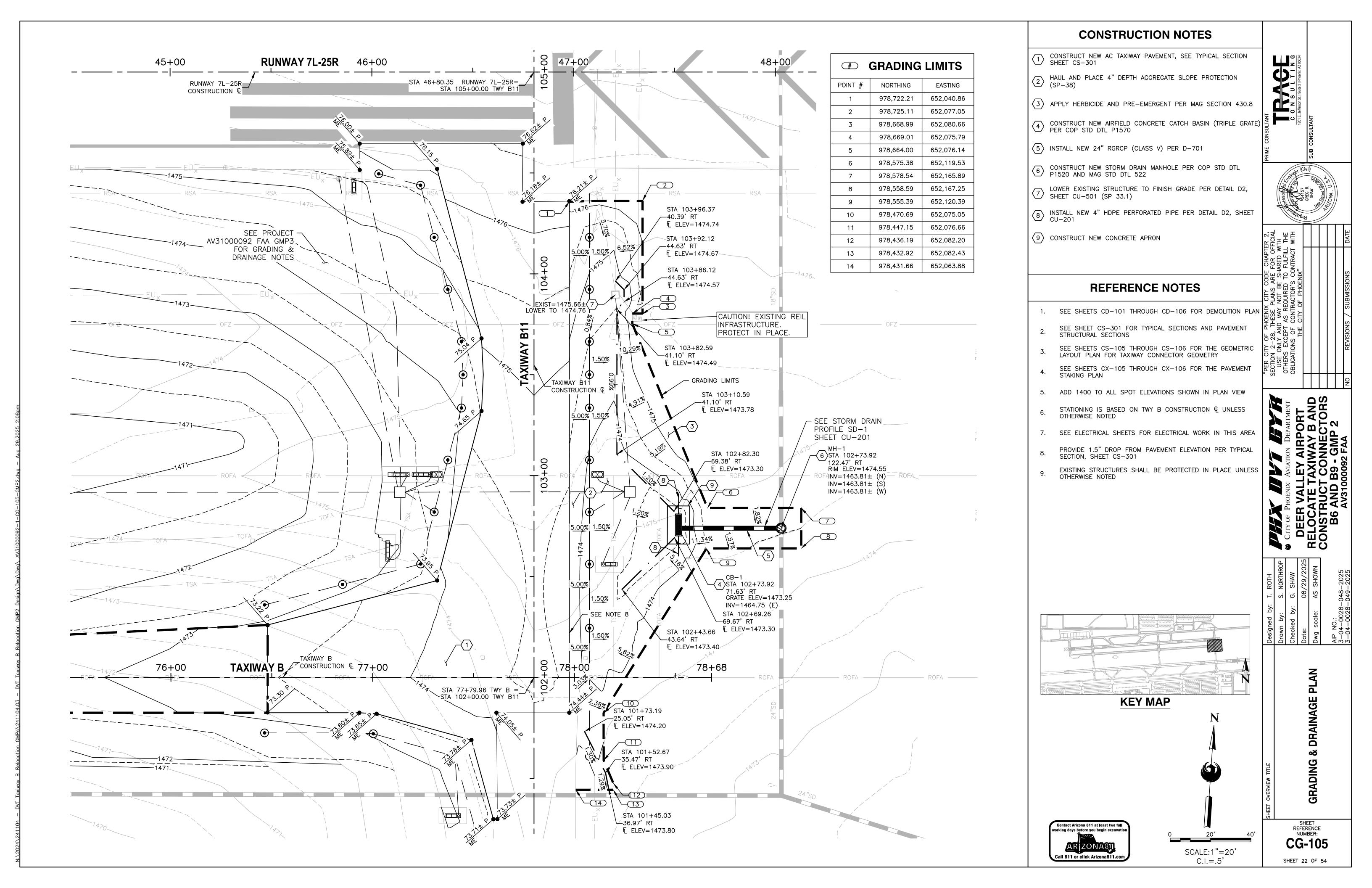


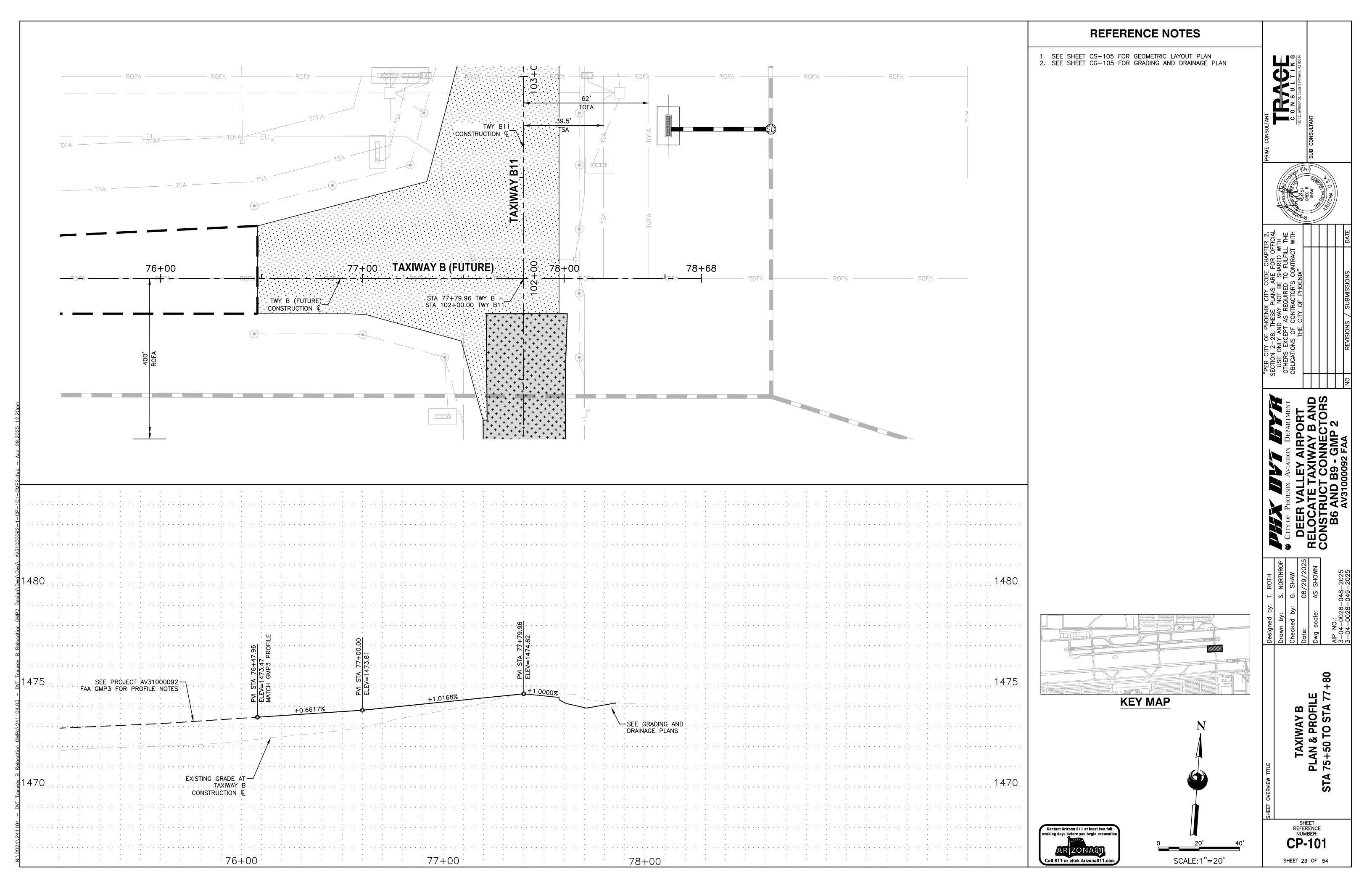


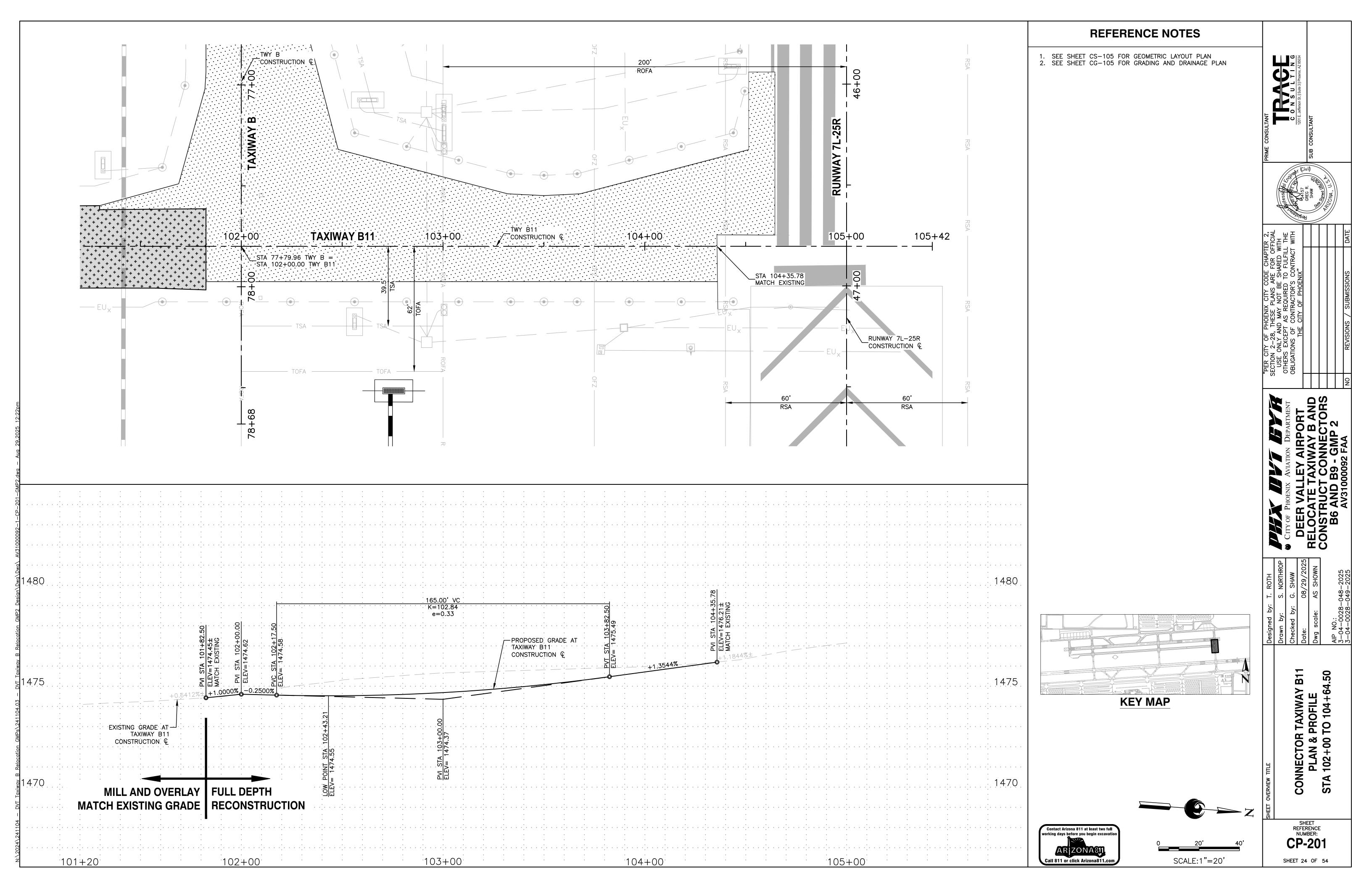


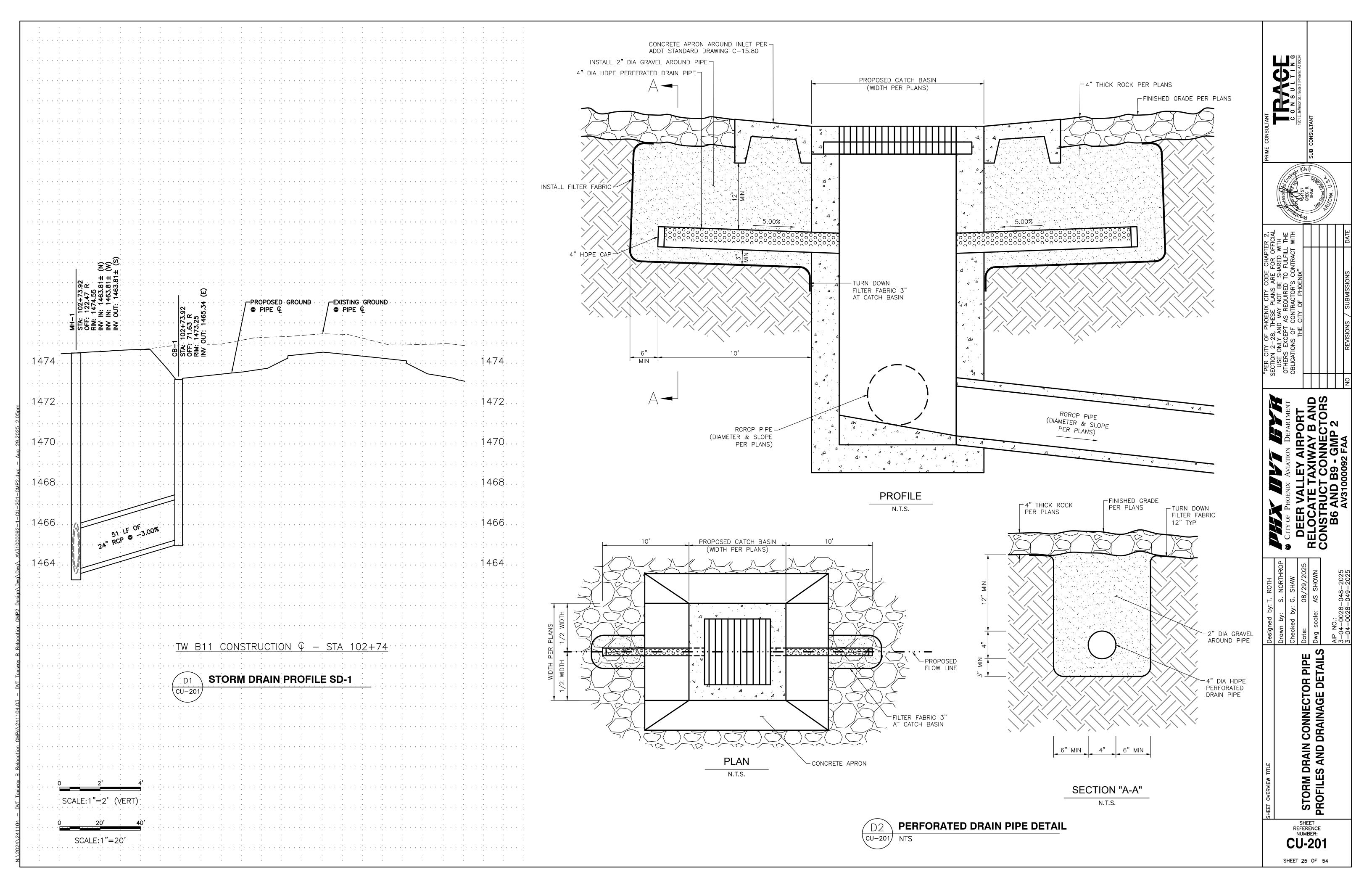


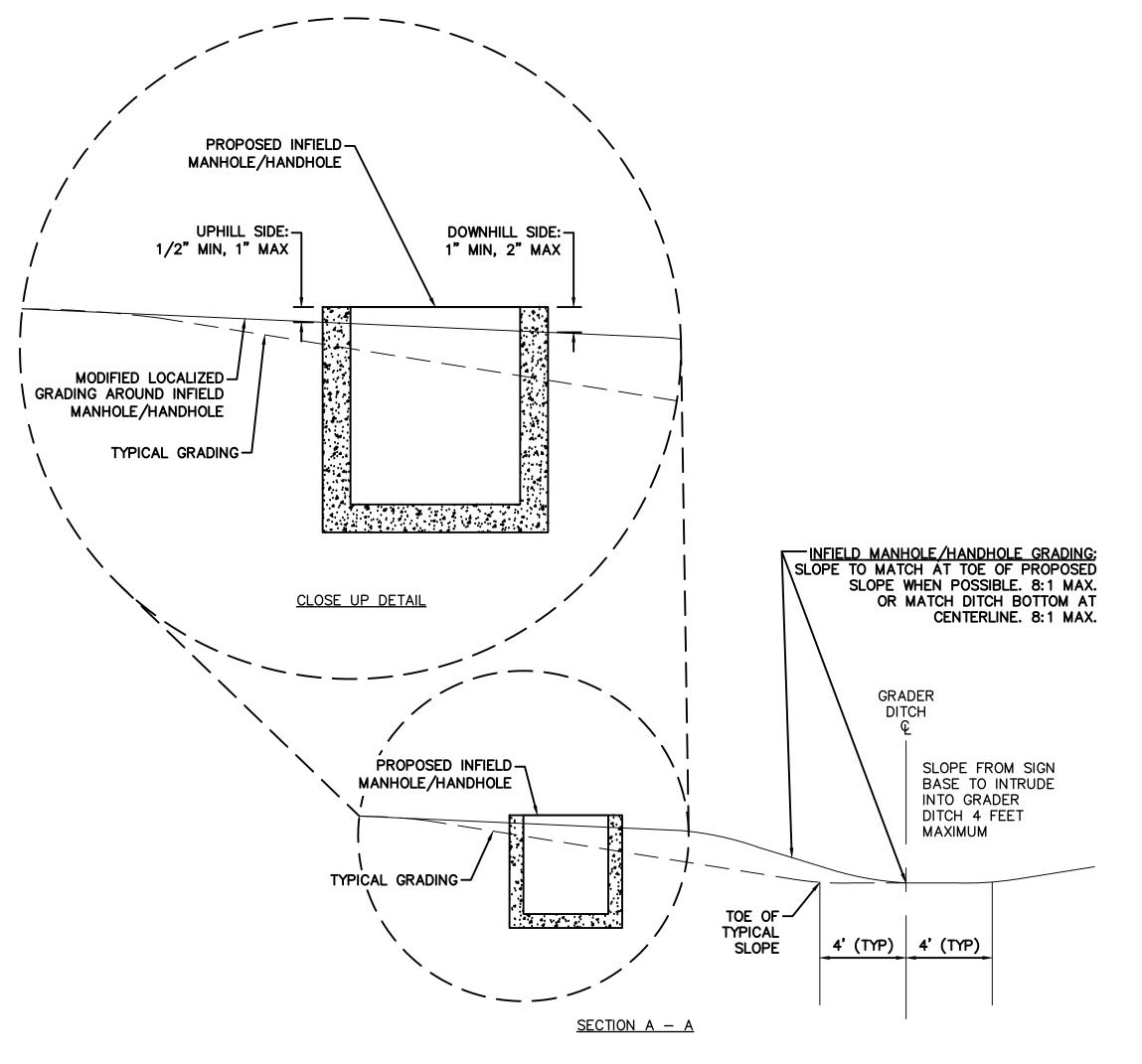












MODIFIED GRADING CONTOURS

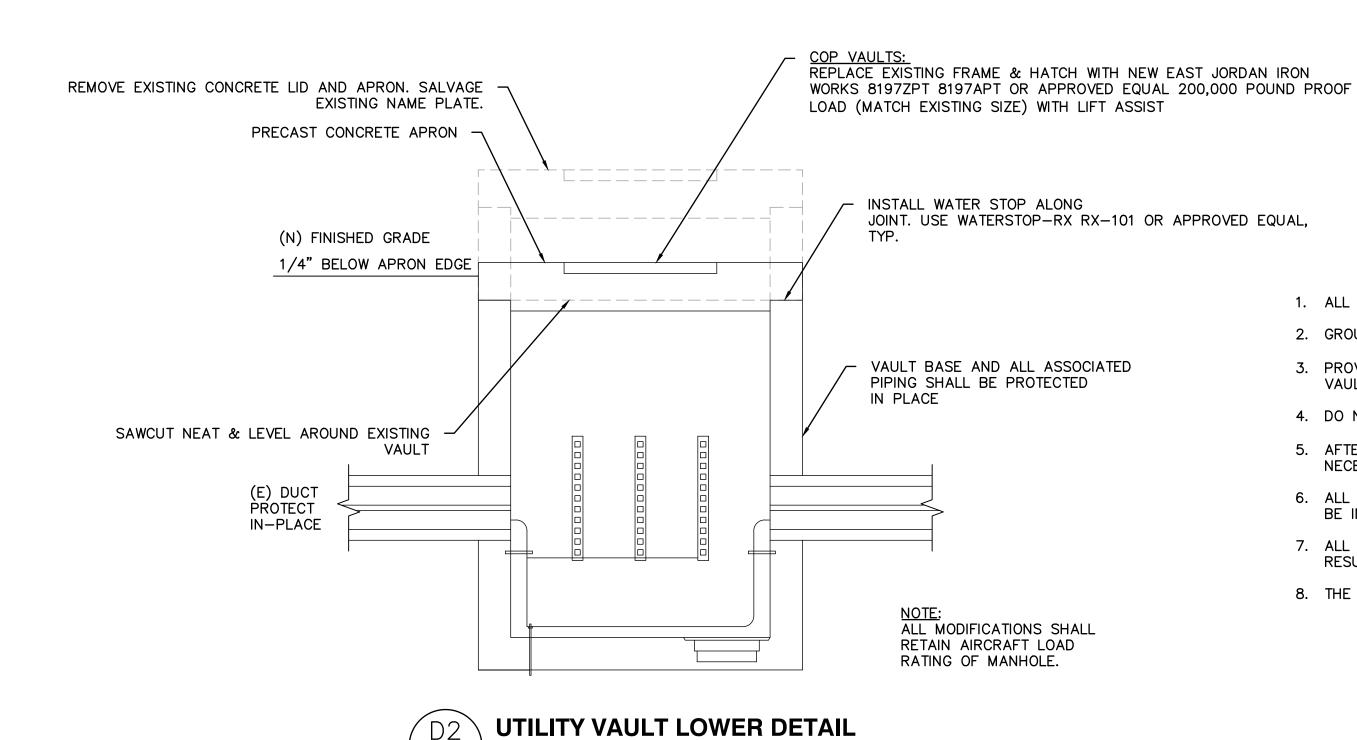
PROPOSED INFIELD

MANHOLE/HANDHOLE

PROPOSED GRADING

1 INFIELD MANHOLE/HANDHOLE LOCALIZED GRADING DETAIL

CU-501) NTS



CU-501 NTS

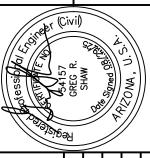
UTILITY VAULT NOTES

- 1. ALL STEEL, OTHER THAN REBAR, TO BE HOT DIPPED GALVANIZED AFTER FABRICATION.
- 2. GROUT ALL CONDUIT PENETRATIONS.
- 3. PROVIDE MANUFACTURER'S DRAWINGS AND STRUCTURAL CALCULATIONS FOR ALL CONCRETE ELEMENTS OF UTILITY VAULTS AND FABRICATED TRAFFIC LIDS.
- 4. DO NOT CONNECT COUNTERPOISE TO GROUNDING SYSTEM.
- 5. AFTER ADJUSTING THE UTILITY VAULT TO GRADE, THE CONTRACTOR SHALL REPLACE THE LADDER (SEE NOTE 6) AS NECESSARY TO ENSURE THAT IT IS THE CORRECT LENGTH FOR THE NEW DEPTH OF THE VAULT.
- 6. ALL REPLACED LADDERS TO BE FIBERGLASS WITH MOUNTED HOOKS AT TOP. A PERMANENT MOUNTED TOP STEP TO BE INSTALLED WITHIN THE VAULT COLLAR TO HOOK LADDERS TO.
- 7. ALL UTILITIES WITHIN EXISTING UTILITY VAULTS SHALL BE PROTECTED IN PLACE. EXISTING UTILITIES DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE FIXED BY CONTRACTOR AT NO COST TO THE CITY.
- 8. THE HINGE OF THE LID SHALL BE FACING THE NEAREST RUNWAY OR PARALLEL TAXIWAY PAVEMENT.

SUB CONSULTANT

Signal Edition St. | Suite 3| Phoenix, AZ 85034

SUB CONSULTANT



THE CITY OF PHOENIX"	THE (
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necked by: G. SHAW

ste: 08/29/2025

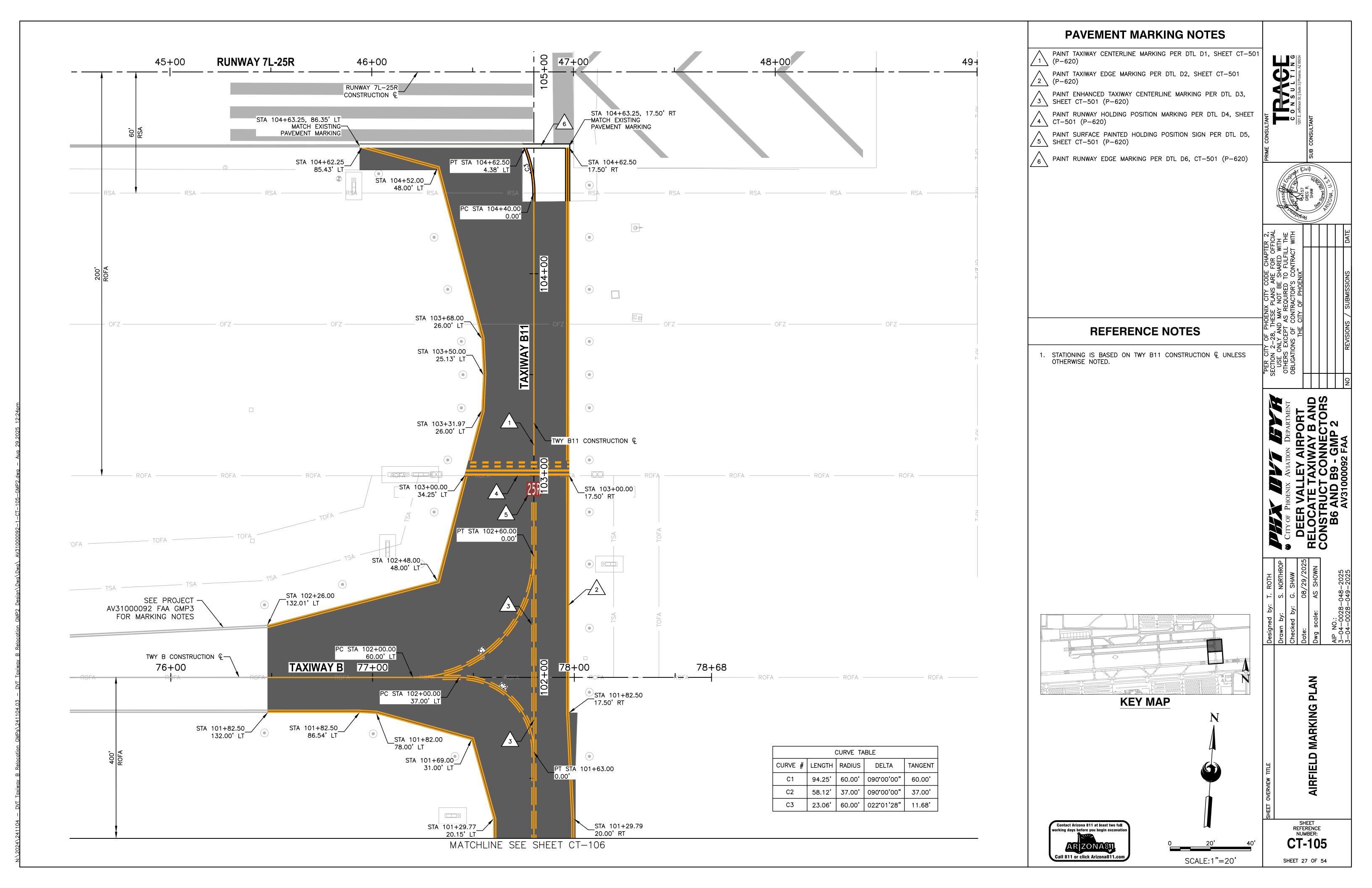
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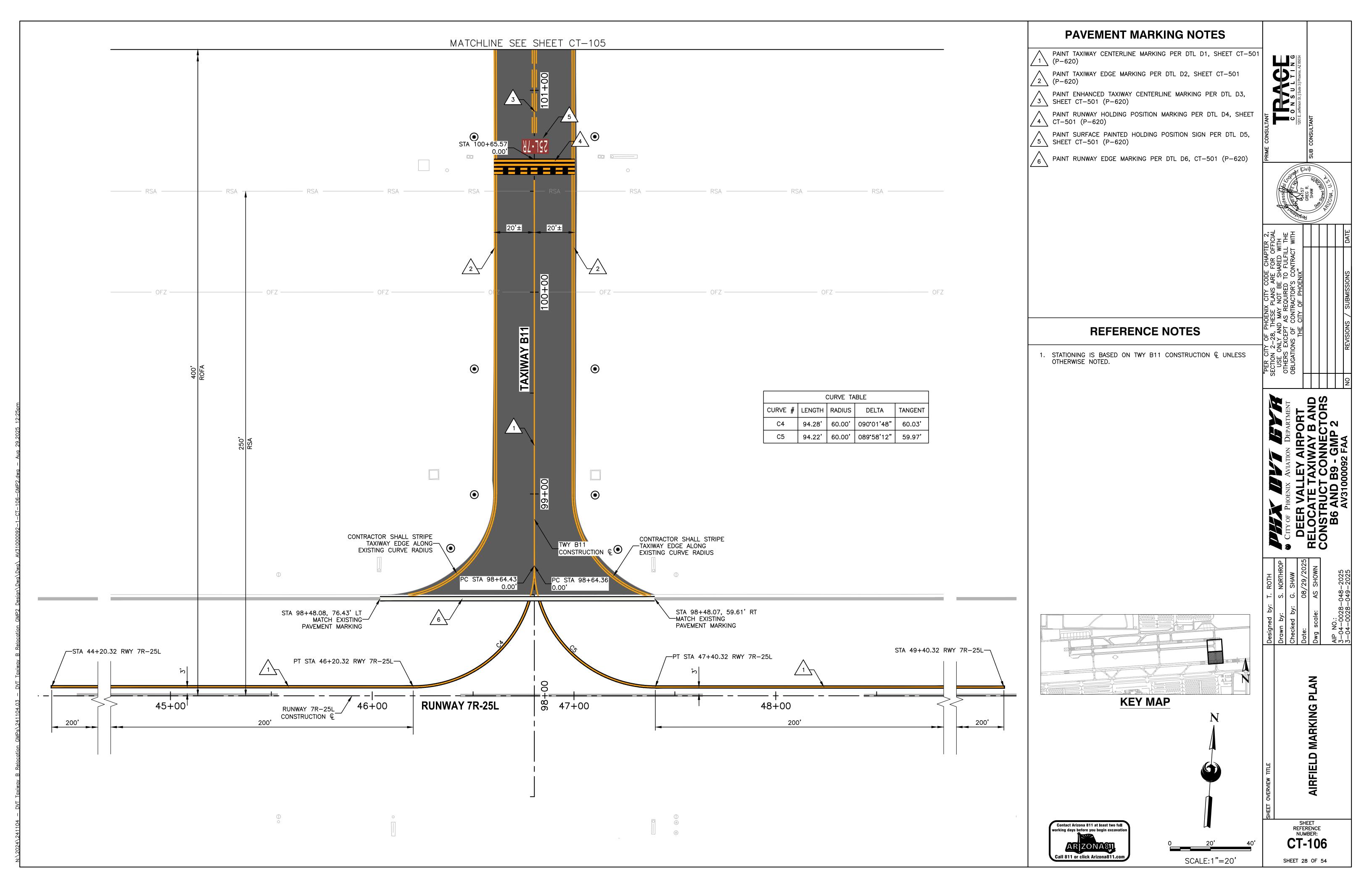
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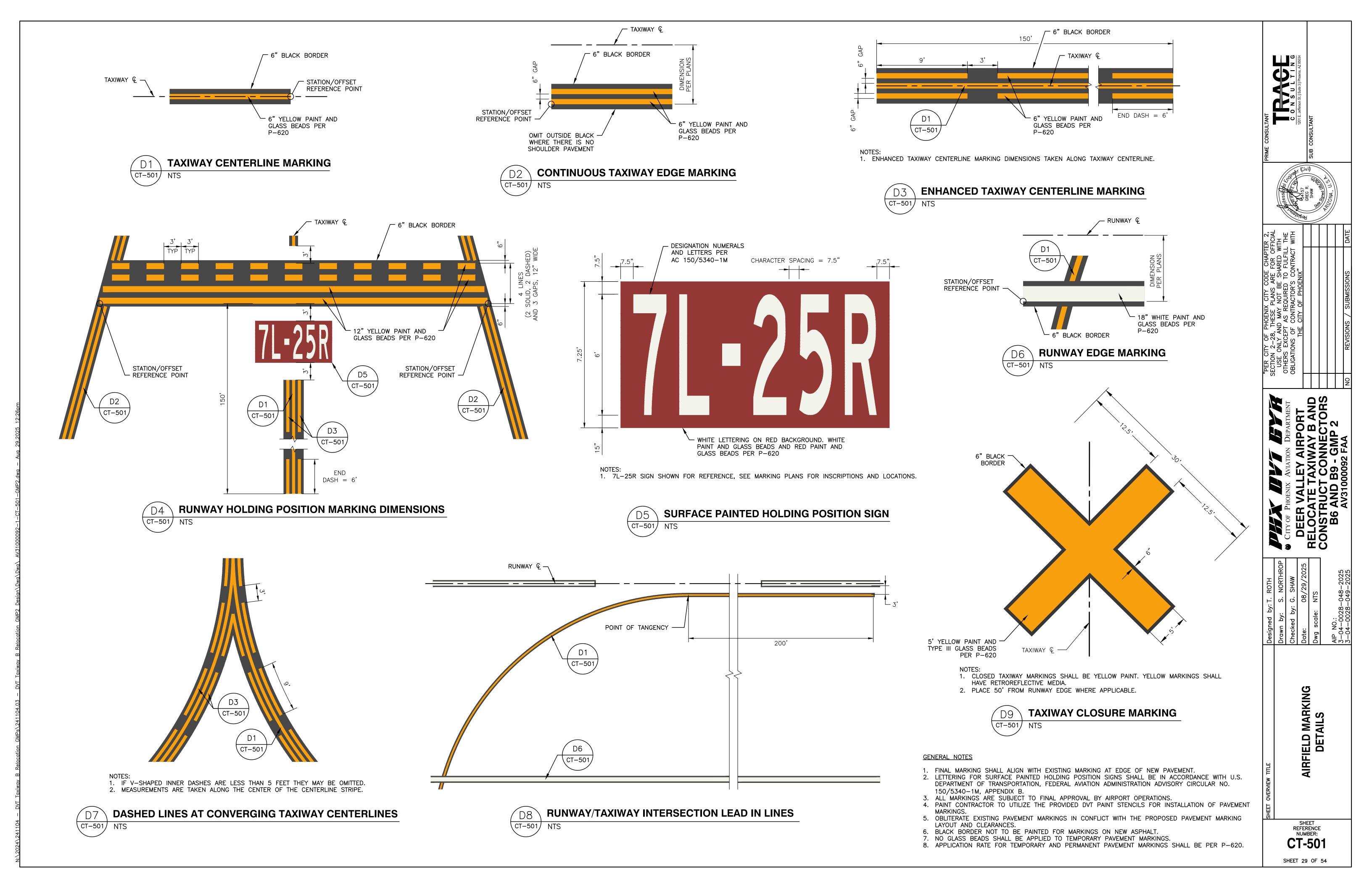
GRADING & DRAINAGE DETAILS

SHEET REFERENCE NUMBER: CU-501

SHEET 26 OF 54







ELECTRICAL LEGEND: (UNLESS OTHERWISE NOTED ON PLANS)

EXISTING ELECTRICAL CONDUIT AND CONDUCTOR EXISTING FIBER OPTIC DUCTBANK PVC W/#8-5KV L-824 TYPE "C" CABLE PER INDICATED LIGHTING CIRCUIT. (QUANTITY AND SIZE AS INDICATED ON PLAN SHEETS) CONCRETE ENCASED CONDUIT/DUCTBANK 1-2"C DIRECT BURIED TEMPORARY RUNWAY SLEEVE EXISTING TAXIWAY EDGE LIGHT EXISTING RUNWAY EDGE LIGHT EXISTING JUNCTION CAN EXISTING RUNWAY END IDENTIFIER LIGHT EXISTING AIRFIELD GUIDANCE SIGN EXISTING ELECTRICAL HANDHOLE EXISTING RUNWAY GUARD LIGHT NEW AIRFIELD GUIDANCE SIGN WITH ASPHALT MAINTENANCE PAD NEW ELECTRICAL HANDHOLE NEW L-861T(L) LED TAXIWAY EDGE LIGHT ON NEW L-867 BASE CAN NEW L-861T(L) LED TAXIWAY EDGE LIGHT ON EXISTING L-867 BASE CAN NEW L-867D (16" DIA) JUNCTION CAN

ELECTRICAL ABBREVIATIONS:

APS	ARIZONA PUBLIC SERVICE
BCC	BARE COPPER GROUND
CCR	CONSTANT CURRENT REGULATOR
CE	CONCRETE ENCASED
CKT	CIRCUIT
CU	COPPER
FAA	FEDERAL AVIATION ADMINISTRATION
GND	GROUND
GRS	GALVANIZED RIGID STEEL
KW	KILOWATT
LED	LIGHT EMITTING DIODE
LF	LINEAR FEET
NPI	NON-PAY ITEM
PAPI	PRECISION APPROACH PATH INDICATO
PVC	POLY-VINYL CHLORIDE
REIL	RUNWAY END IDENITIFIER LIGHT
RGL	RUNWAY GUARD LIGHT
SE	SLURRY ENCASED
	BCC CCR CE CKT CU FAA GND GRS KW LED LF NPI PAPI PAPI PYC REIL RGL

ADVISORY CIRCULARS FOR AIRPORT PROJECTS (MOST RECENT VERSION):

150/5340-18	STANDARDS FOR AIRPORT SIGN SYSTEMS
150/5340-30	DESIGN & INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS
150/5345-7	SPECIFICATION FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS
150/5345-26	SPECIFICATION FOR L-823 PLUG AND RECEPTACLE, CABLE CONNECTORS
150/5345-42	SPECIFICATION FOR AIRPORT LIGHT BASES, TRANSFORMER HOUSINGS, JUNCTION BOXES, AND ACCESSORIES
150/5345-44	SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS
150/5345-46	SPECIFICATION FOR RUNWAY AND TAXIWAY LIGHT FIXTURES
150/5345-47	SPECIFICATION FOR SERIES TO SERIES ISOLATION TRANSFORMERS FOR AIRPORT LIGHTING SYSTEMS
150/5345-53	AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM
150/5370-2	OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION
150/5370-10	STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS
ADDENDUM	AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM (PUBLISHED MONTHLY AND LISTING APPROVED SUPPLIERS)

ELECTRICAL SHEET INDEX

TYPICAL

EA-001 EA-002	ELECTRICAL LEGEND, ABBREVIATIONS, AND SHEET INDEX ELECTRICAL NOTES
ED-101 - ED-106	AIRFIELD ELECTRICAL DEMOLITION PLANS
EA-101 - EA-106	AIRFIELD LIGHTING AND ELECTRICAL PLANS
EA-501	ELECTRICAL DETAILS - CONDUIT DUCTBANKS AND DUCT MARKER
EA-502	ELECTRICAL DETAILS - COUNTERPOISE AND GROUNDING
EA-503	ELECTRICAL DETAILS - 4'x4'x4' HANDHOLE
EA-504	ELECTRICAL DETAILS - JUNCTION CAN
EA-505	ELECTRICAL DETAILS - NEW CAST-IN-PLACE CONCRETE BASE FOR AIRFIELD GUIDANCE SIGN
EA-506	ELECTRICAL DETAILS - L-858 AIRFIELD GUIDANCE SIGN AND 5KV CABLE SPLICE
EA-507	ELECTRICAL DETAILS - ELEVATED TAXIWAY EDGE LIGHT
EA-508	ELECTRICAL DETAILS - RUNWAY GUARD LIGHT
EA-601	AIRFIELD GUIDANCE SIGN SCHEDULE
EA-602	EQUIPMENT DATA TABLES
EA-603	EQUIPMENT DATA TABLES

LECTRICAL LEGEND, BBREVIATIONS, AND SHEET INDEX

SHEET
REFERENCE
NUMBER:

EA-001

ELECTRICAL DEMOLITION GENERAL NOTES

- 1. WITHIN AREAS OF DEMOLITION AND AS OTHERWISE SHOWN, REMOVE IDENTIFIED SIGN BASES, ISOLATION TRANSFORMERS AND OTHER INDICATED ITEMS.
- 2. <u>CABLE REMOVAL</u>
- A. DIRECT BURIAL: REMOVE FROM WITHIN MANHOLES AND HANDHOLES AND REMOVE IN AREAS WHERE EXCAVATION REQUIRES DISTURBING, ABANDON ELSEWHERE.
- B. IN CONDUIT: REMOVE COMPLETELY BETWEEN NEAREST BASES, HANDHOLES OR MANHOLES.
- 3. AT INDICATED DEVICES TO BE REMOVED OR IN DEMOLITION AREAS INDICATED, REMOVE ALL CONDUCTORS BACK TO NEAREST MANHOLE OR HANDHOLE OUTSIDE DEMOLITION AREA.
- 4. SIGNS AND/OR SIGN BASES, CABLES, CONDUITS, DUCTS, ETC. WHICH ARE NOT SPECIFICALLY INDICATED TO BE REMOVED (OR WHICH ARE SHOWN TO REMAIN WITHIN AREAS OF GENERAL DEMOLITION) SHALL REMAIN IN-PLACE AND FUNCTIONAL.
- 5. CONTRACTOR SHALL VERIFY EQUIPMENT AND CABLE DESIGNATIONS AND STATUS PRIOR TO REMOVAL OR DISCONNECTING.
- 6. UNLESS OTHERWISE NOTED, ALL REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE LOCAL ORDINANCES. REMOVED LIGHT FIXTURE AND SIGNS NOT DESIGNATED FOR RE-INSTALLATION SHALL BE OFFERED TO AIRPORT FOR RETURN UNLESS OTHERWISE NOTED.
- 7. DRAWINGS MAY NOT DETAIL ALL EXISTING FACILITIES IN AREAS OF DEMOLITION. CONTRACTOR SHALL REVIEW THE SITE AND RECORD DRAWINGS TO VERIFY THE DEMOLITION EFFORT INVOLVED.
- 8. EXISTING SIGNS MUST REMAIN OPERATIONAL DURING CONSTRUCTION. TEMPORARY CONNECTIONS TO EXISTING SIGNS REQUIRED DURING RELOCATION. TEMPORARY MOUNTING OF EXISTING SIGNS REQUIRED WHERE NEW LOCATION CONFLICTS WITH EXISTING LOCATION.

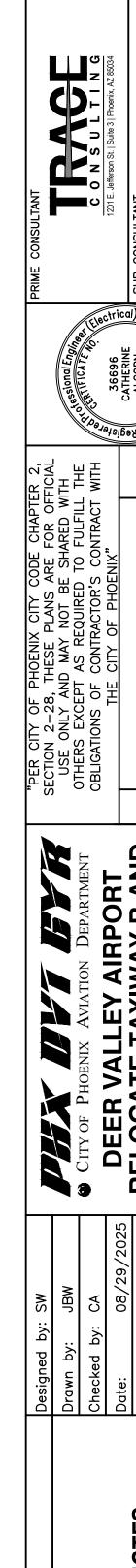
AIRFIELD LIGHT LOCKOUT/TAGOUT POLICY

THE PURPOSE OF THIS POLICY IS TO STANDARDIZE THE LOCKOUT/TAGOUT PROCEDURES BETWEEN ELECTRICAL CONTRACTORS, DEER VALLEY ELECTRICIANS, OPERATIONS AND AIR TRAFFIC CONTROL TOWER (ATCT).

- 1. DEER VALLEY ELECTRICIANS RESPONDING TO A LOCK-OUT/TAG-OUT REQUEST WILL COORDINATE WITH THE ATCT THROUGH
- 2. AFTER OPERATIONS NOTIFIES ELECTRICIANS OF CLOSURES, THE DEER VALLEY ELECTRICIANS WILL TURN OFF THE CLOSED RUNWAYS/TAXIWAYS USING THE AIRFIELD COMPUTER SYSTEM.
- 3. THE CONTRACTOR WILL SUPPLY AN APPROVED BREAKER-LOCKING DEVICE AND LOCK, THEN LOCK OF THE INDIVIDUAL BREAKERS FOR THE CIRCUITS TO BE LOCKED OUT. THESE ITEMS WILL REMAIN IN THE VAULTS IN A LOCK BOX PROVIDED BY DEER VALLEY ELECTRICAL SECTION.
- 4. DEER VALLEY ELECTRIC SECTION WILL LOCK THE PANEL DOORS SHUT WITH A HASP AND AN ELECTRICAL SECTION LOCK.
- 5. THE S-1 CUTOUTS WILL BE PULLED, LOCKED AND PLACED ON THE CORRESPONDING REGULATOR BY THE ELECTRICAL CONTRACTOR.
- 6. THE ELECTRICAL CONTRACTOR AND DEER VALLEY ELECTRICIANS MUST FILL OUT LOCK-OUT FORMS BEFORE LEAVING THE VAULT.
- 7. UPON COMPLETION OF THE LOCKOUT, THE CONTRACTOR WILL REMOVE ALL LOCKS AND INSTALL THE S-1 CUTOUTS. ALL CIRCUITS MUST BE VERIFIED OPERATIONAL IN THE MANUAL MODE ON THE REGULATOR. OPERATIONS WILL PERFORM A COMPLETE CHECK OF THE LIGHTS IN THE FIELD, TO VERIFY ACTUAL OPERATION.
- 8. WHEN THAT HAS BEEN COMPLETED, DEER VALLEY ELECTRICIANS WILL NOTIFY OPERATIONS WHEN LOCK—IN IS COMPLETE AND REGULATORS ARE IN REMOTE CONTROL; OPERATIONS WILL NOTIFY THE ATCT THAT HAVE CONTROL OF THE AIRFIELD LIGHTING.
- 9. COMPLETE LOCK-OUT/LOCK-IN FORMS.
- *THIS PROCEDURAL CHECKLIST MUST BE FOLLOWED TO THE LETTER.

ELECTRICAL CONSTRUCTION PHASING NOTES

- 1. CONTRACTOR SHALL COORDINATE ALL WORK WITH AIRPORT MAINTENANCE, AIRPORT OPERATIONS. AND THE ENGINEER AS NECESSARY.
- 2. CONTRACTOR SHALL GIVE 48 HOURS NOTICE PRIOR TO WORKING ON OR AROUND ANY DUCTBANKS, HANDHOLES, ETC.
- 3. CONTRACTOR SHALL MAINTAIN OR HAVE SUFFICIENT MATERIAL/ EQUIPMENT REQUIRED TO PROVIDE TEMPORARY LIGHTING AND CIRCUIT EXTENSIONS. THIS INCLUDES, BUT IS NOT LIMITED TO FIXTURES, TRANSFORMERS, BASES, CONDUIT, L-824 CABLE & L-823 SPLICE KITS THESE ITEMS WILL NOT BE AVAILABLE FROM DVA MAINTENANCE SHOP.
- 4. THE CONTRACTOR SHALL MAINTAIN QUALIFIED PERSONNEL WITH THE APPROPRIATE EQUIPMENT, FOR THE INSTALLATION AND SPLICING OF AIRFIELD LIGHTING. SUCH PERSONNEL SHALL BE CAPABLE OF 60 MINUTE RESPONSE TIME IF THEY ARE NOT ALREADY PRESENT ON THE AIRFIELD.
- 5. TURN OFF AND COVER EXISTING SIGNAGE THAT MAY POTENTIALLY MISDIRECT AIRCRAFT MOVEMENT INTO CLOSED AREAS BARRICADED FOR CONSTRUCTION. SIGNAGE REQUIRING PARTIAL COVERAGE WITH TAXIWAY LOCATION PANELS REMAINING VISIBLE SHALL REMAIN ON WITH ONLY DIRECTIONAL PORTIONS COVERED WITH SECTIONS OF DARK COLORED TARP OR DOUBLE-LAYERED BURLAP THAT DOES NOT PERMIT VISIBILITY OF COVERED PORTION OF ARRAY DAY OR NIGHT. COVERS SHALL BE SECURELY HELD IN PLACE BY RATCHETING LASHING STRAPS, NO TAPE OR ADHESIVES WILL BE PERMITTED. SEE PHASING PLANS FOR PLACEMENT OF SIGN COVERS.
- 6. COVER EXISTING ELEVATED EDGE LIGHT FIXTURES IN CLOSED AREA BARRICADED FOR CONSTRUCTION WITH 4" PVC PIPE. COVER SHALL EXTEND 2" MIN. ABOVE TOP OF FIXTURE.
- 7. PROVIDE ANY TEMPORARY AIRFIELD CIRCUIT JUMPERS REQUIRED TO MAINTAIN OPERATION OF ALL CIRCUITS AFFECTED BY CONSTRUCTION PRIOR TO START OF DEMOLITION. TEMPORARY CIRCUIT JUMPERS SHALL BE SLEEVED IN 2" CONDUIT, SANDBAGGED OR SECURED TO LOW-LEVEL BARRICADES. TEMPORARY CIRCUIT JUMPERS MAY BE ROUTED THROUGH NEW TAXIWAY CROSSINGS OR EXISTING SPARE CONDUITS AS REQUIRED AND SHALL BE COMPLETELY REMOVED WHEN NO LONGER REQUIRED FOR OPERATION. TEMPORARY JUMPER PLACEMENT SHALL NOT AFFECT AIRCRAFT MOVEMENT OR AIRPORT OPERATIONS.
- 8. UNCOVER SIGNS AND EDGE LIGHT FIXTURES, REMOVE TEMPORARY JUMPERS, AND VERIFY OPERATION AT THE END OF PROJECT.

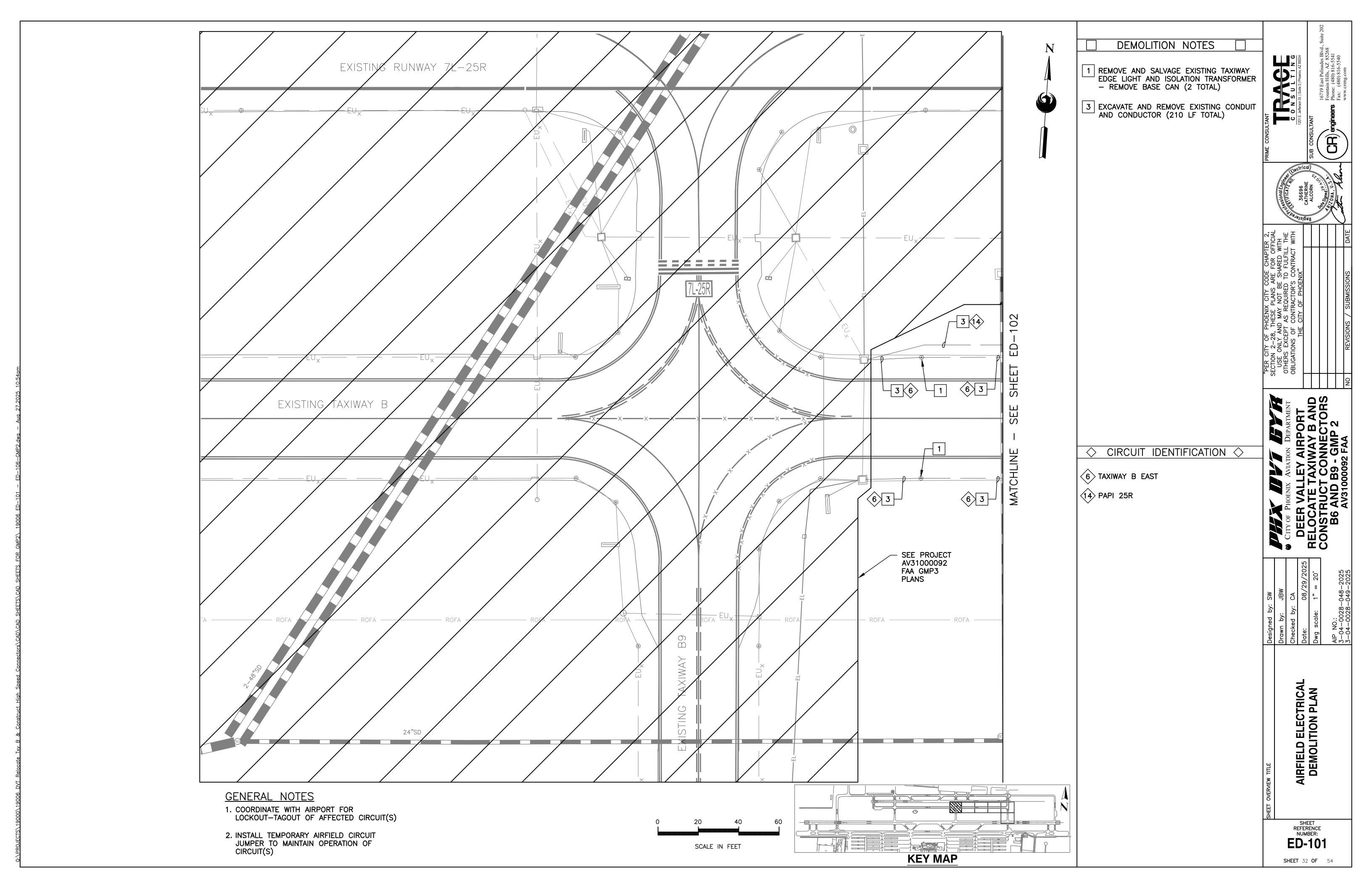


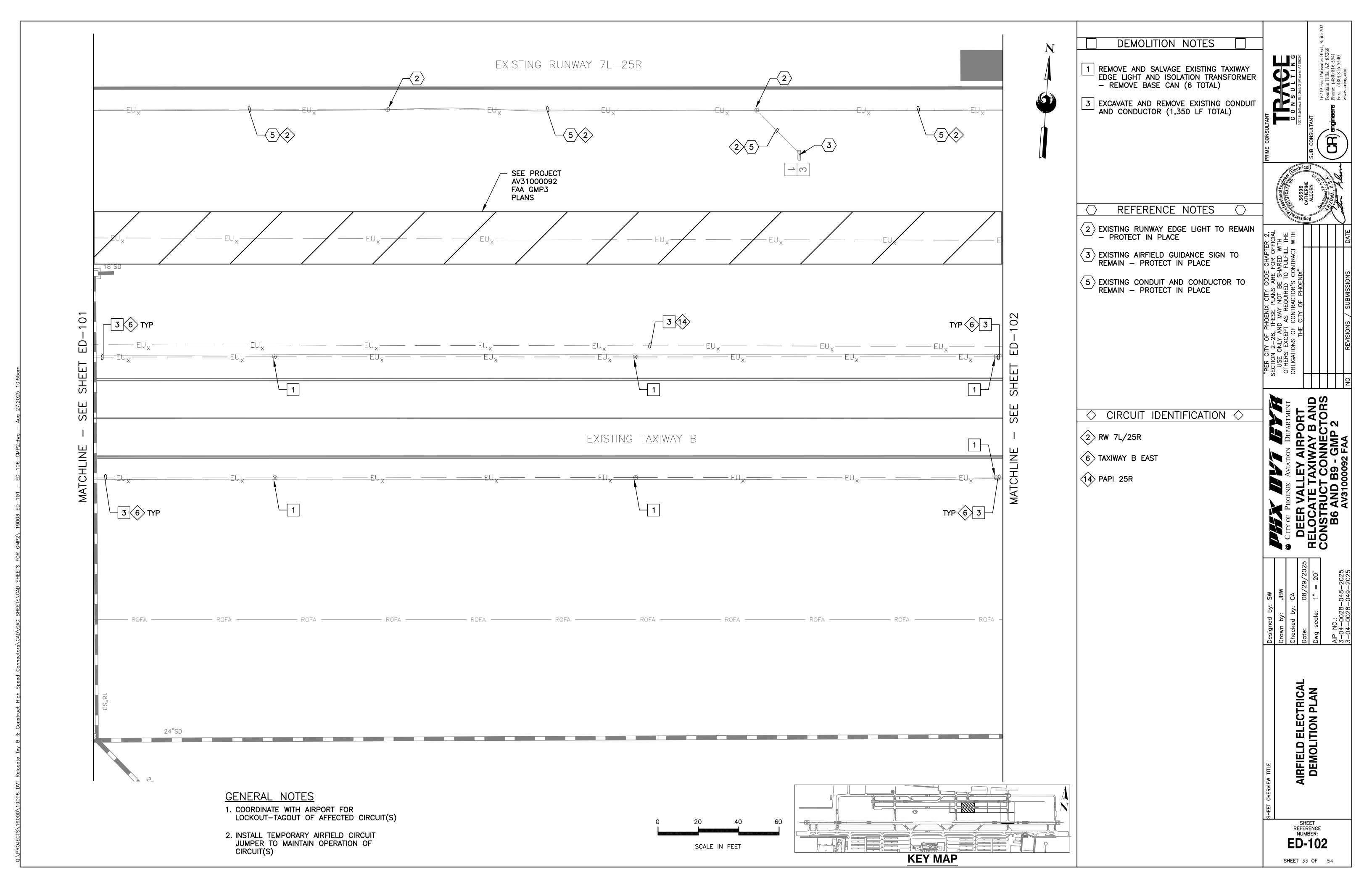
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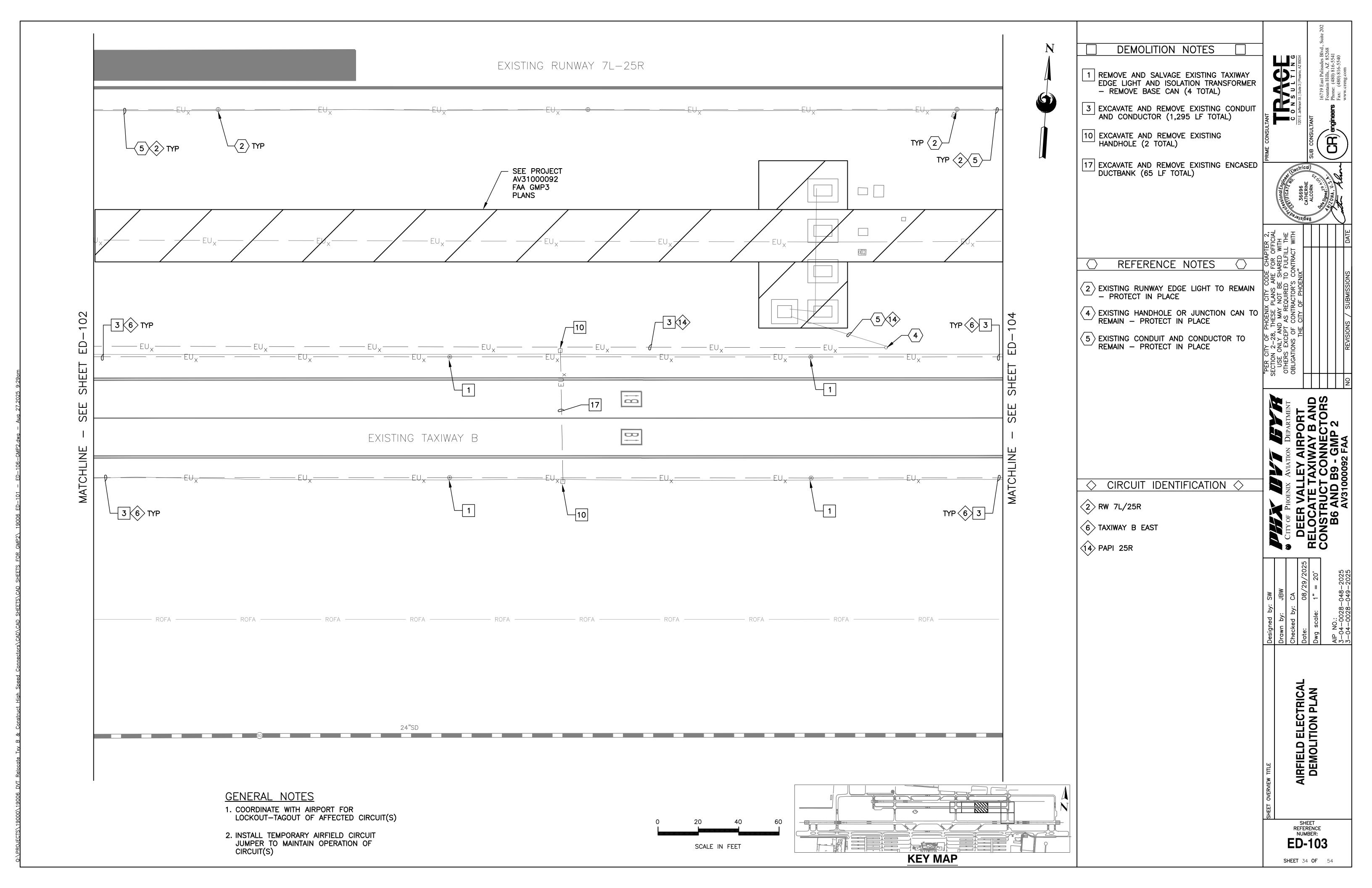
NOTES ELECTRICAL

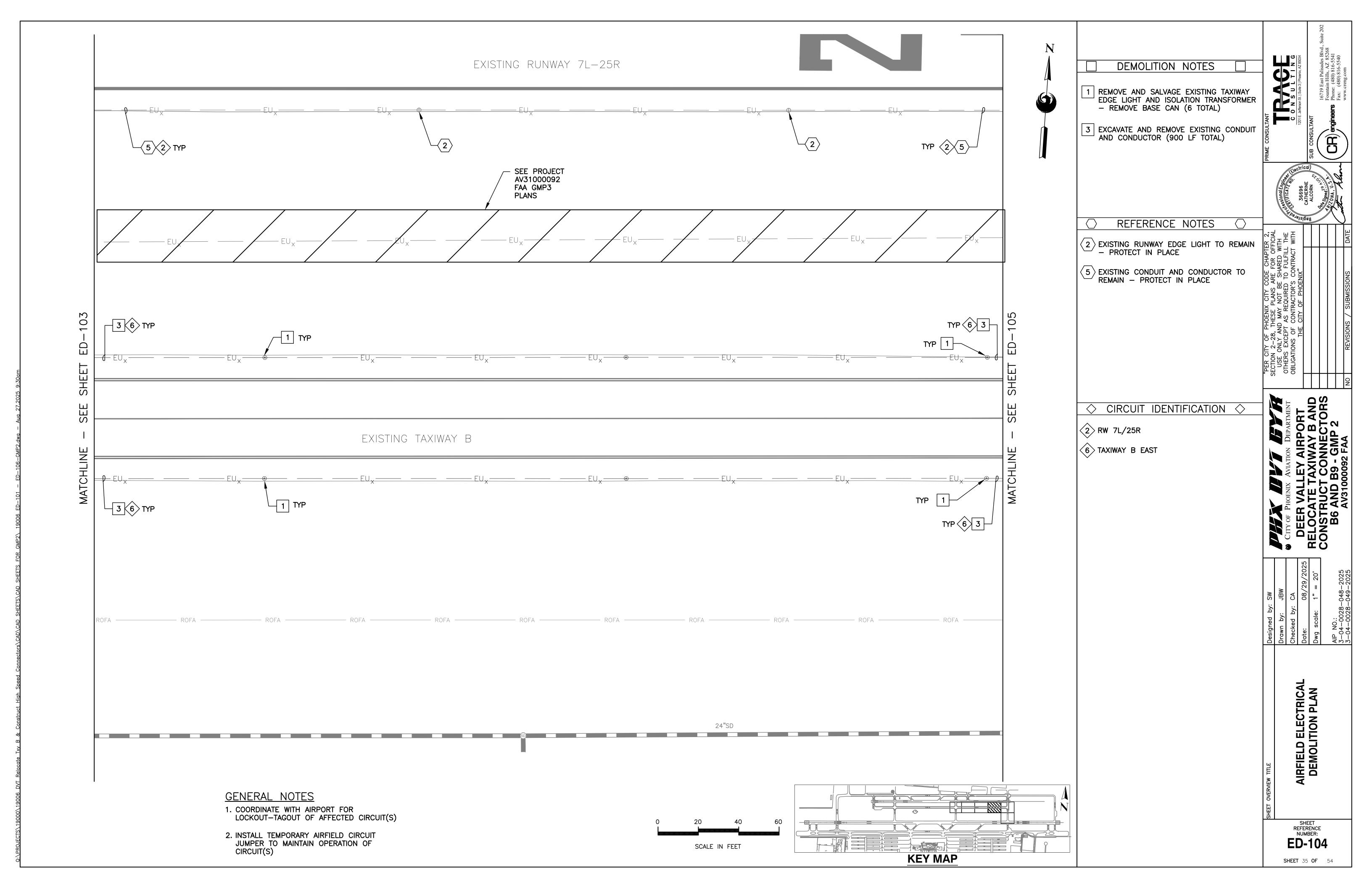
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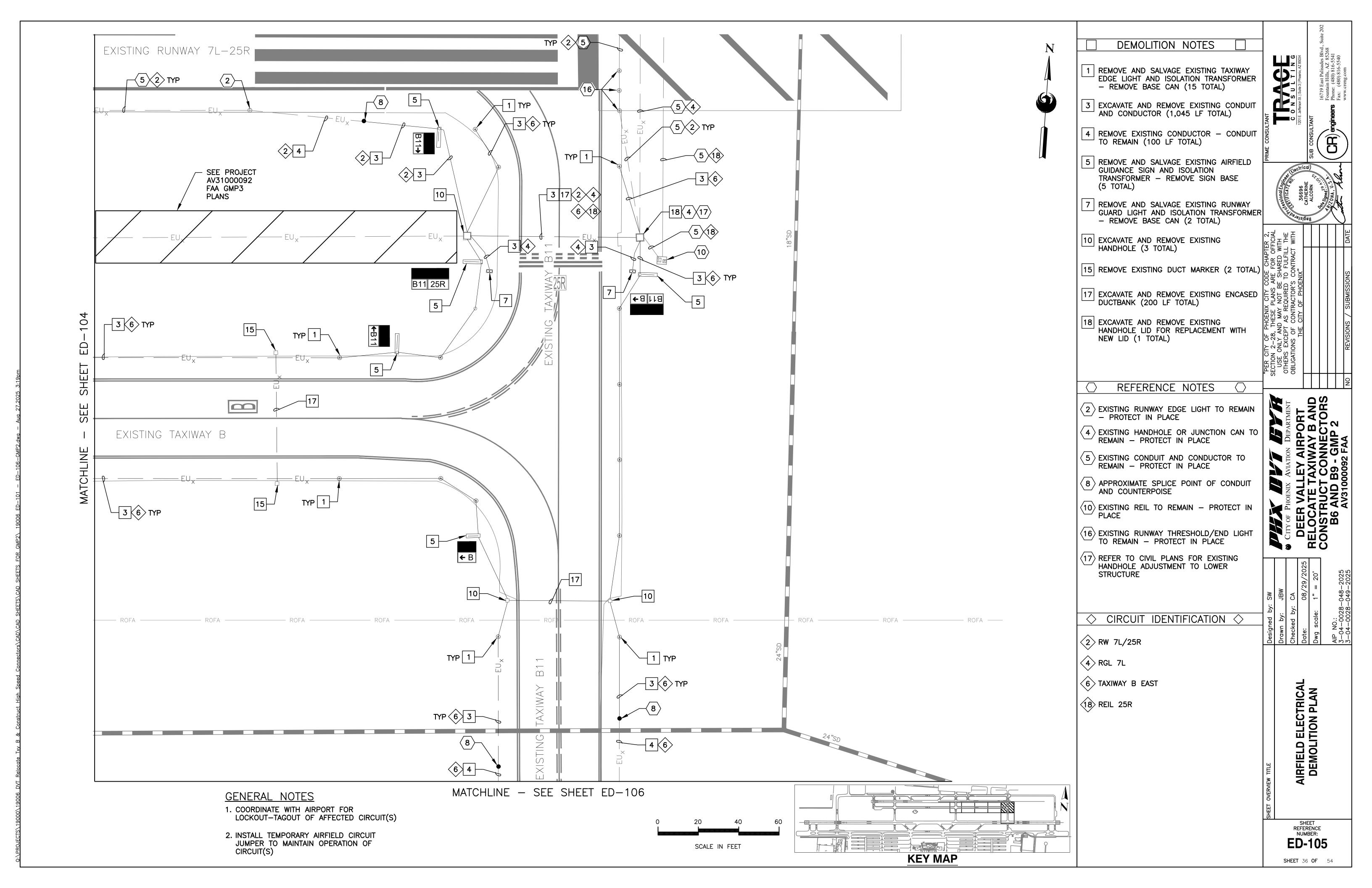
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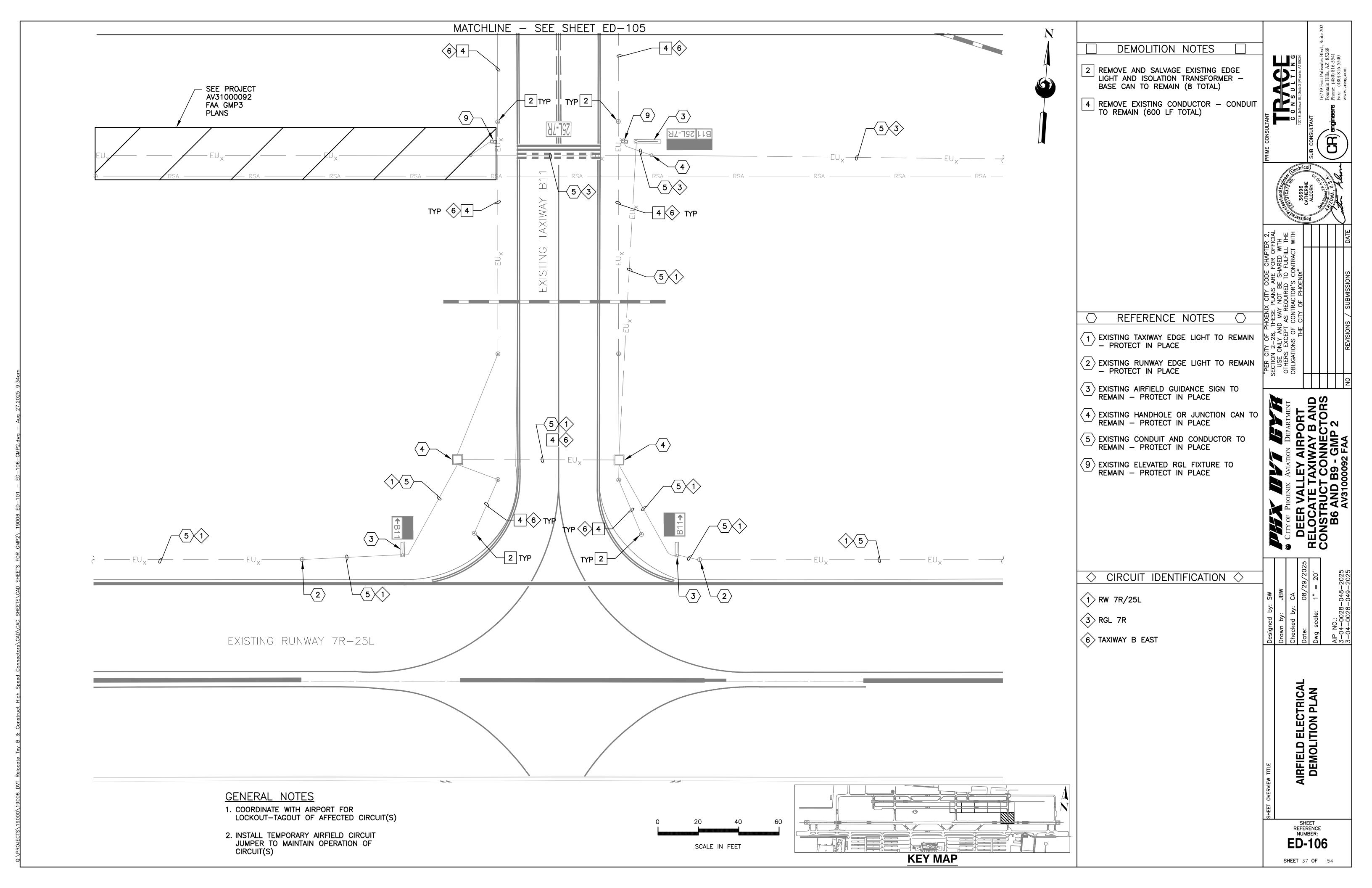


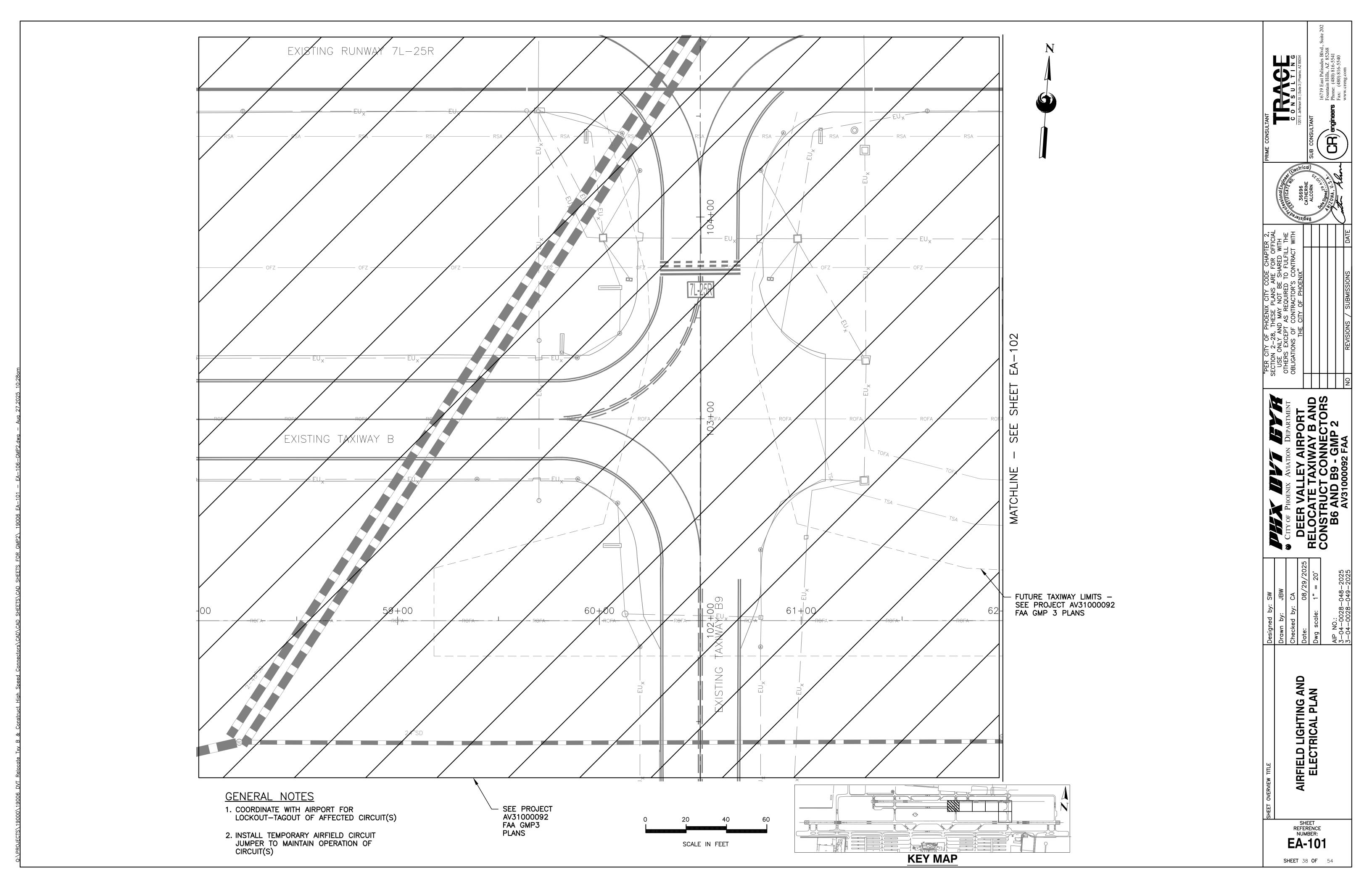


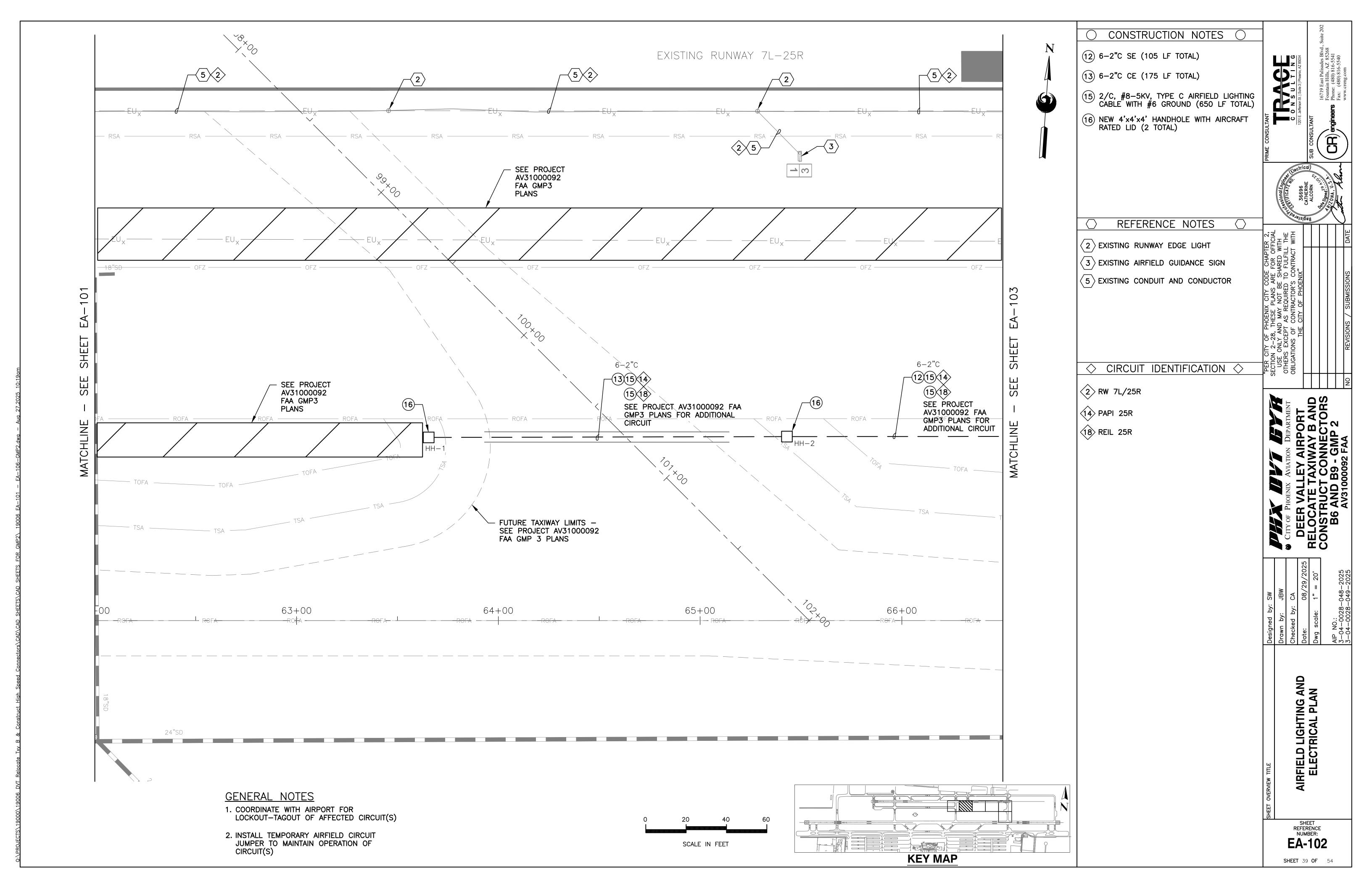


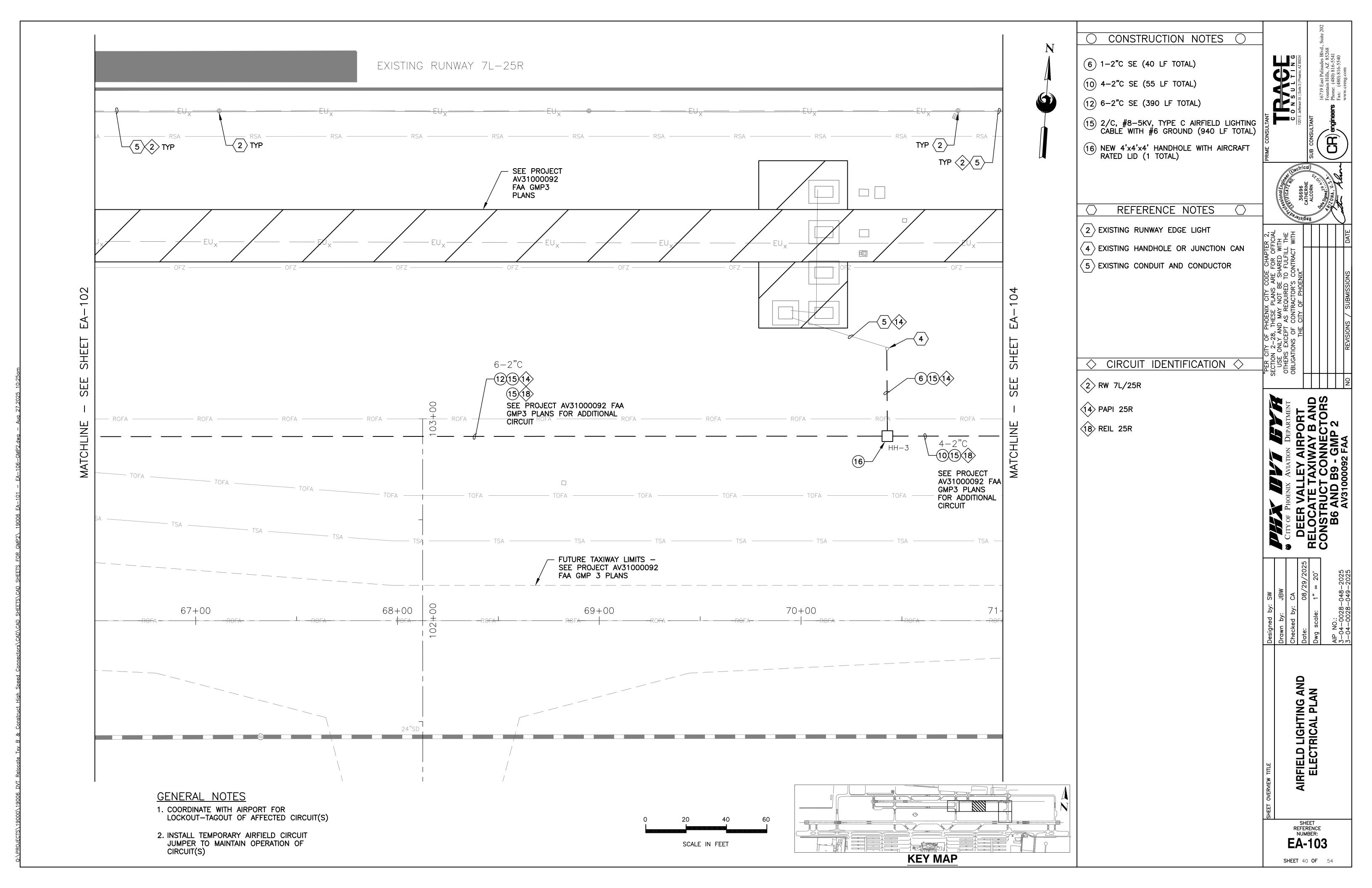


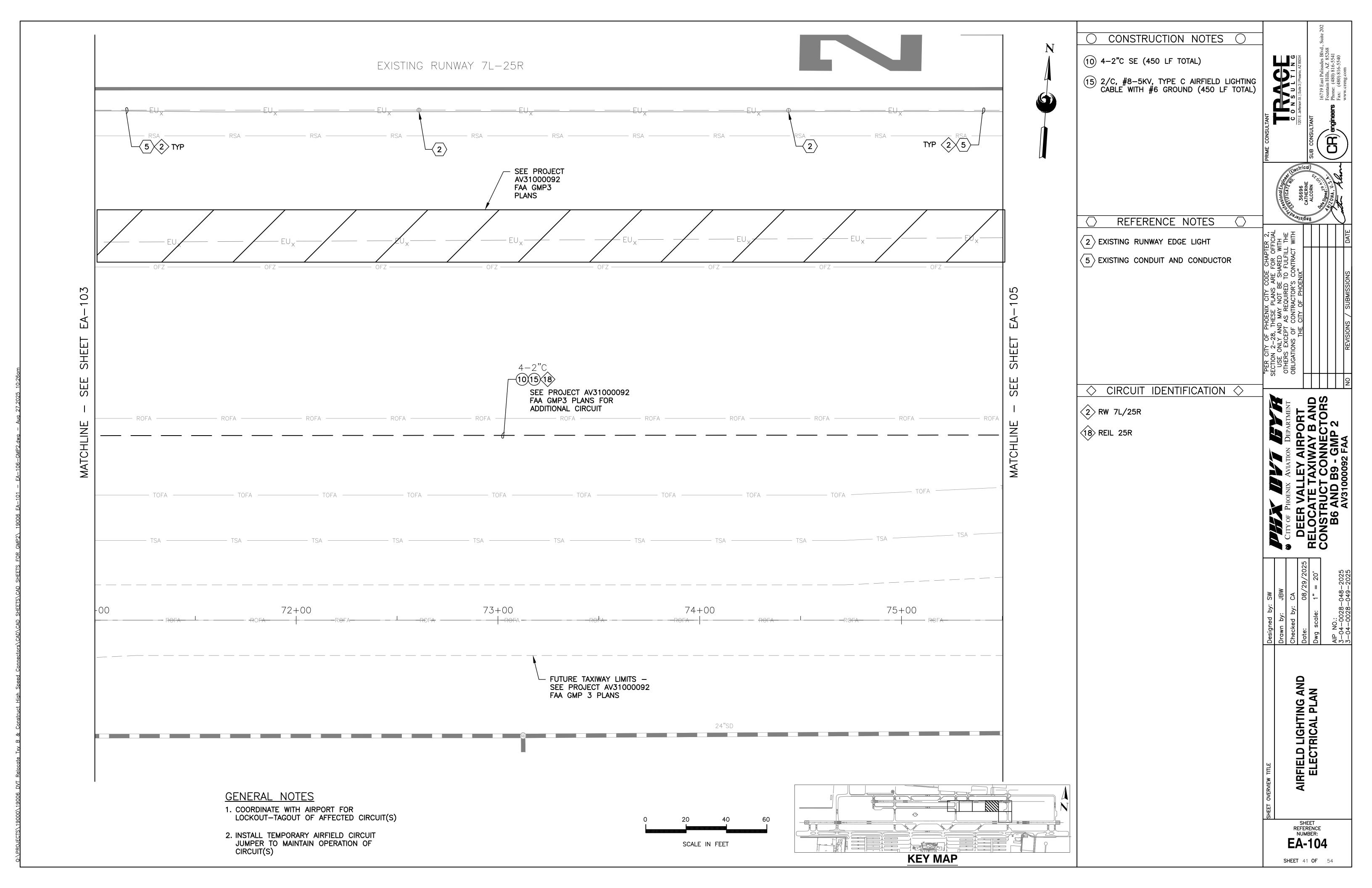


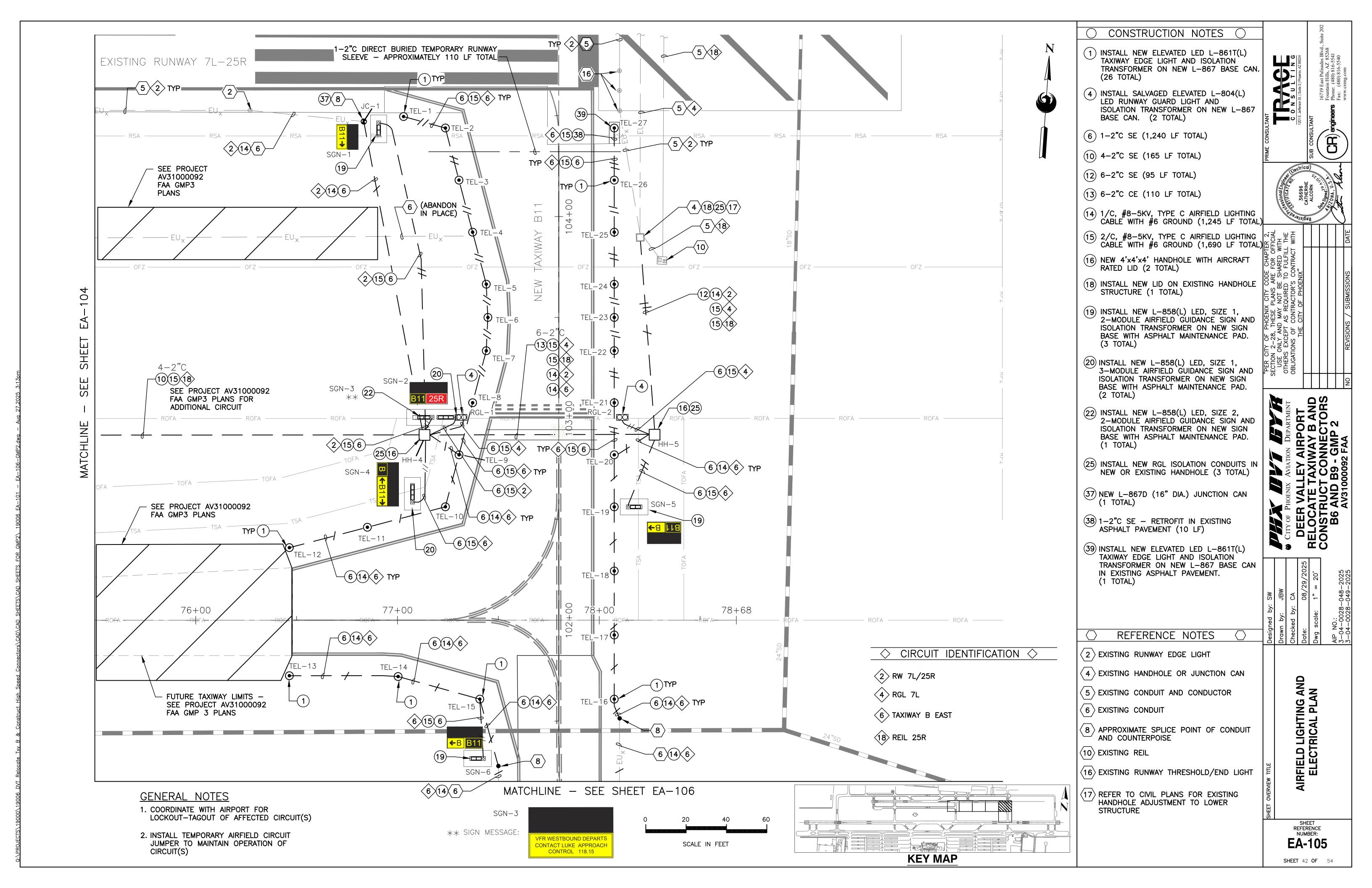


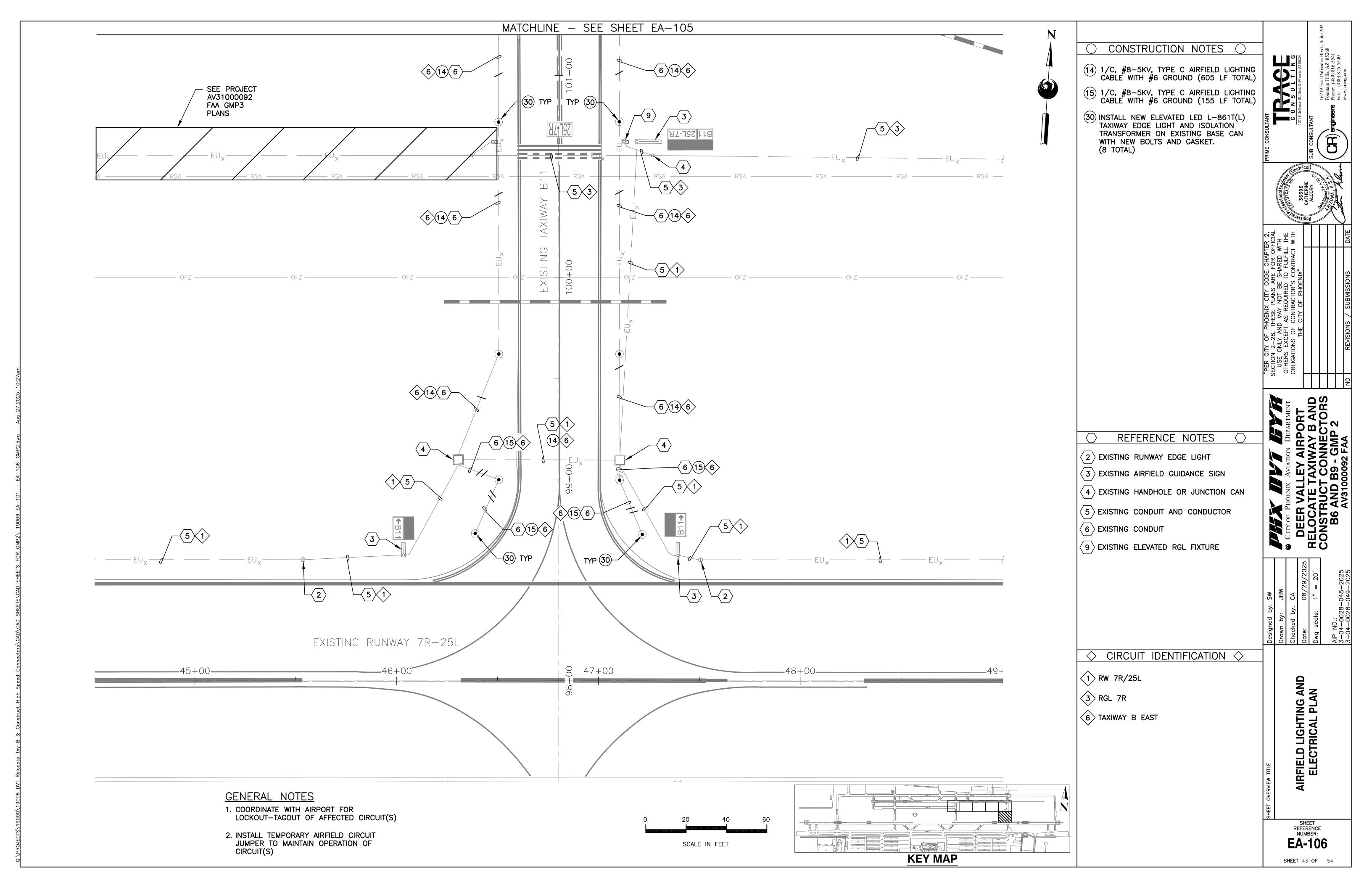


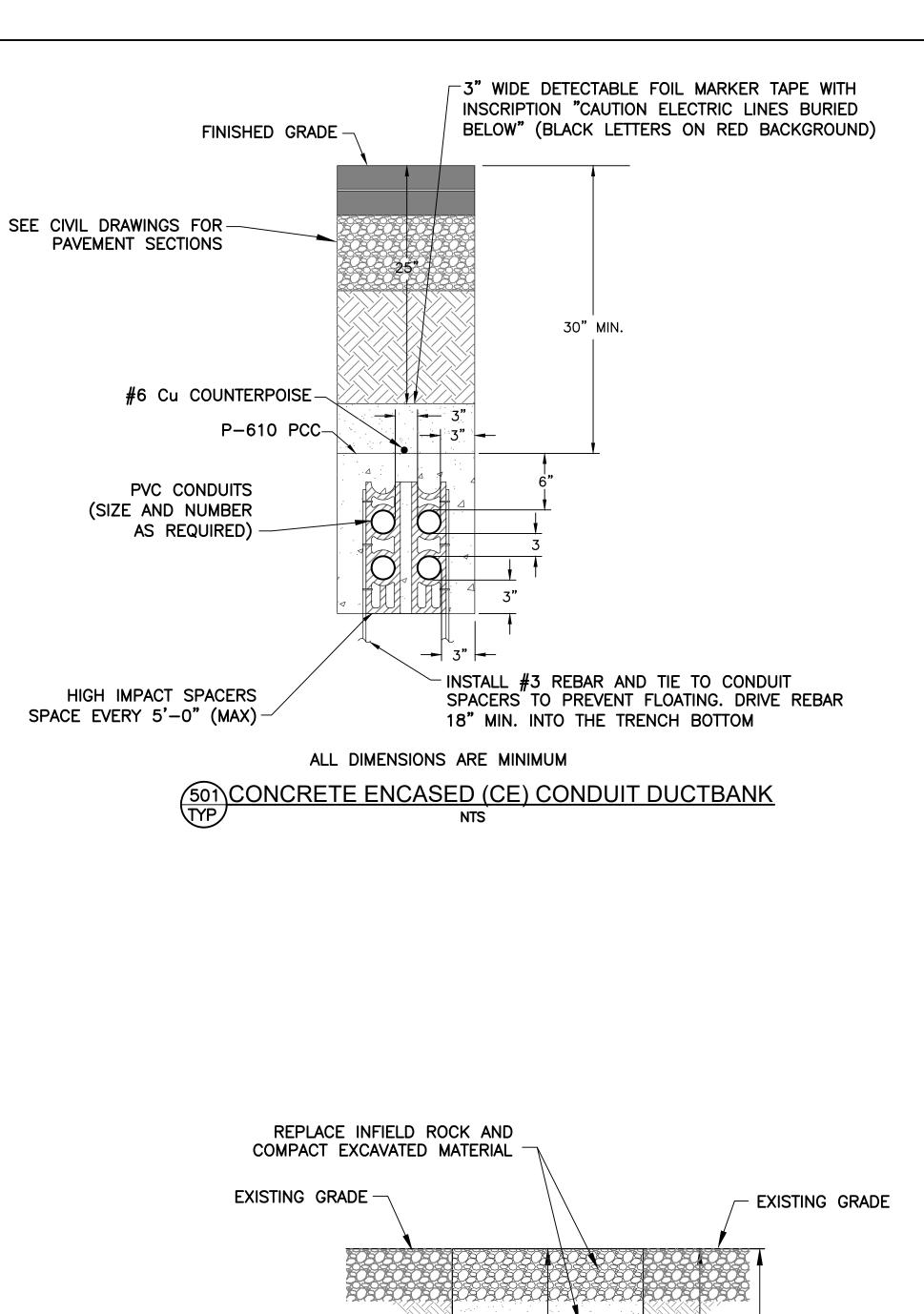












3" WIDE DETECTABLE FOIL MARKER TAPE
WITH INSCRIPTION "CAUTION ELECTRIC LINES
BURIED BELOW" (BLACK LETTERS ON RED

INSTALL #3 REBAR AND TIE TO CONDUIT

SPACERS TO PREVENT FLOATING. DRIVE

REBAR 18" MIN. INTO THE TRENCH

BOTTOM. SPACE EVERY 5'-0" (MAX.) -

#6 BARE Cu COUNTERPOISE WIRE

FILL TO COUNTERPOISE WITH

AND NUMBER AS CALLED FOR

CLSM SLURRY PER P-153-

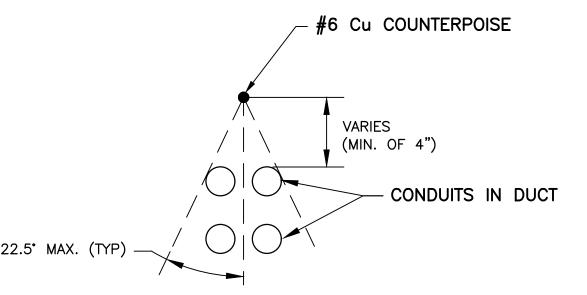
IN ELECTRICAL SITE PLANS-

PVC CONDUIT(S)—SIZE

BACKGROUND)

GENERAL NOTES FOR CONDUIT INSTALLATION

- 1. PROVIDE PULL STRING IN ALL (NEW) UNUSED CONDUITS. PLUG ENDS IN HANDHOLES.
- 2. P-610 CONCRETE ENCASE UNDER PAVEMENT AND AS OTHERWISE INDICATED ON PLANS.
- 3. INSTALL A #6 BARE COPPER (Cu) COUNTERPOISE IN EACH DUCT ASSEMBLY FROM HANDHOLE—TO—HANDHOLE AND EXOTHERMICALLY WELD TO GROUND RODS AT EACH HANDHOLE.
- 4. INSTALL LIGHTING SERIES CIRCUITS AS FOLLOWS:
 A. ONE CIRCUIT (1 OR 2 CONDUCTORS) PER 2"C.
 - B. START INSTALLATION IN BOTTOM CONDUITS OF DUCT ARRAY, LEAVING THE UPPER CONDUITS
- 5. ALL UNDERGROUND CONDUITS SHALL MAINTAIN A 12" (MIN.) SEPARATION FROM ALL OTHER (EXISTING OR NEW) UNDERGROUND FACILITIES (I.E. WATER, SEWER, AND GAS LINES, INCLUDING BOTH PUBLIC AND PRIVATE), UNLESS NOTED OTHERWISE ON DRAWINGS
- 6. CONDUIT IN DUCTBANK(S) ARE TO BE STACKED NO MORE THAN THREE (E) CONDUITS. IF MORE CONDUITS ARE NEEDED, THE WIDTH OF THE TRENCH IS TO BE INCREASED.



506 COUNTERPOISE COVERAGE

<u>NOTE</u>

18" MIN.

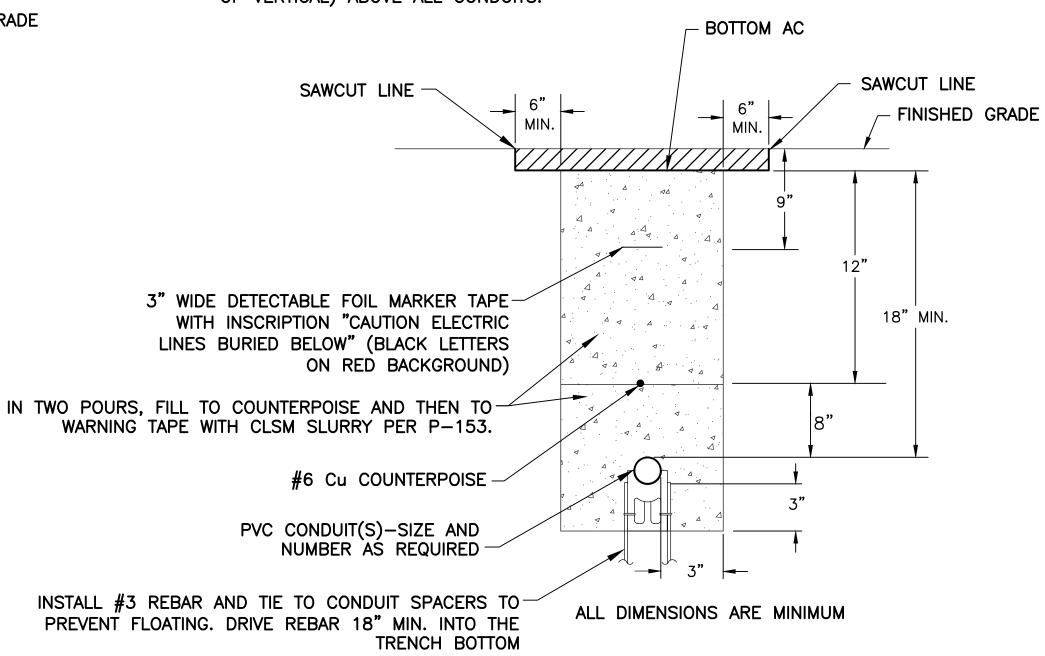
ALL DIMENSIONS ARE MINIMUM.

DETAIL APPLICABLE FOR ALL CONDUIT BETWEEN

L-867/868 BASE CANS.

505 CONDUIT DETAIL

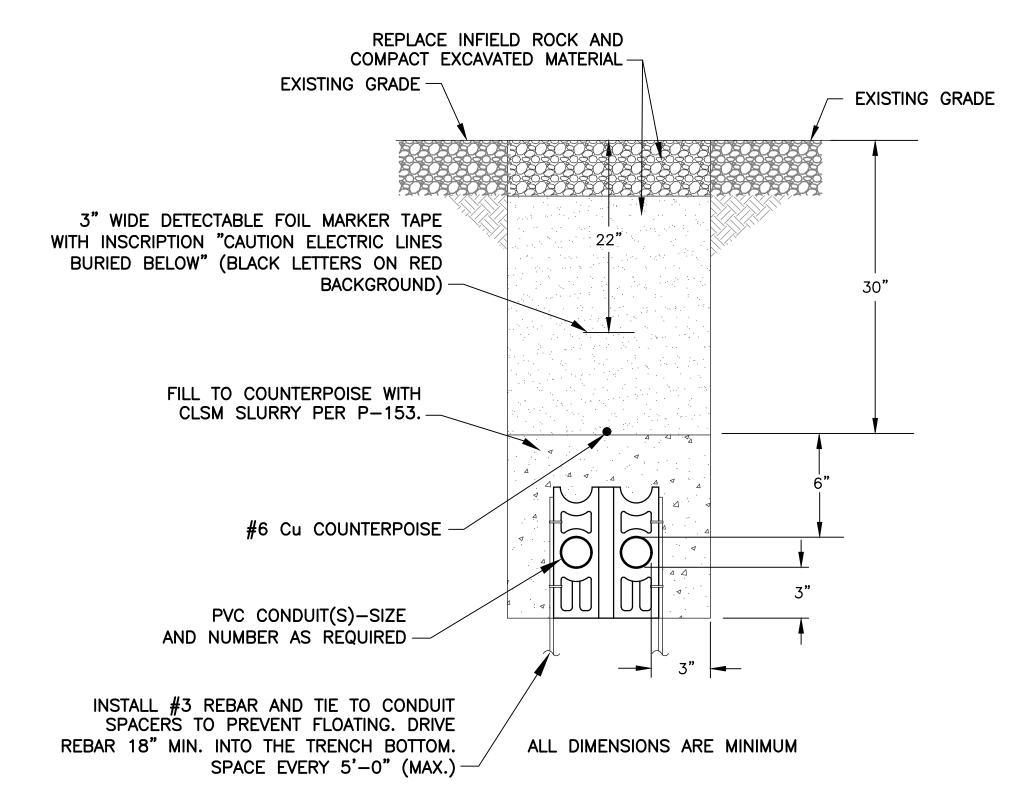
1. ADJUST COUNTERPOISE OFFSET ABOVE CONDUIT/DUCT (MIN. OF 4") TO PROVIDE A CONE OF PROTECTION (MAX. OF 22.5" EACH SIDE OF VERTICAL) ABOVE ALL CONDUITS.



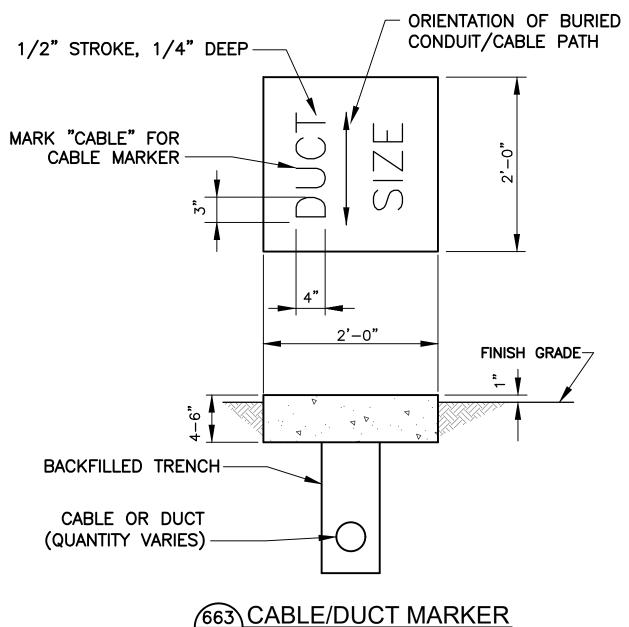
SLURRY ENCASED (SE) CONDUIT DUCTBANK

(IN EXISTING ASPHALT)

NTS



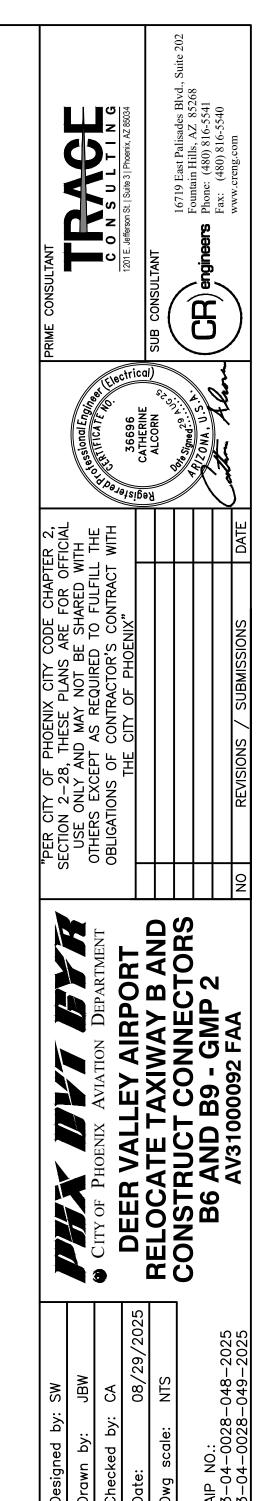
SLURRY ENCASED (SE) CONDUIT DUCTBANK
NTS



TYP NTS

NOTES

- 1. LOCATE THE MARKERS ABOVE THE ENDS AND DIRECTIONAL CHANGES OF ALL DUCTS OR DUCT BANKS, EXCEPT WHERE DUCTS TERMINATE IN THE HANDHOLE, MANHOLE, OR BUILDING. THE WORD "DUCT" MUST BE IMPRESSED ON EACH MARKER SLAB, AS WELL AS THE NUMBER AND SIZE OF DUCTS BENEATH THE MARKER.
- 2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCTS IN ACCORDANCE WITH L-110.

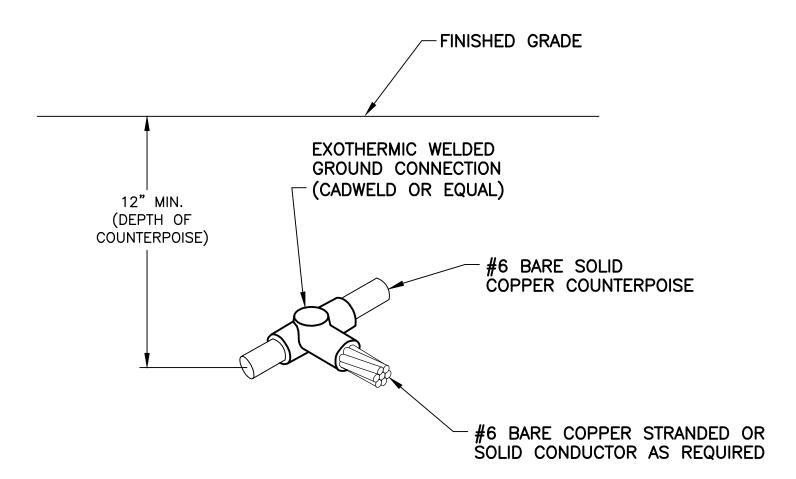


ELECTRICAL DETAILS -CONDUIT DUCTBANKS AND DUCT MARKER

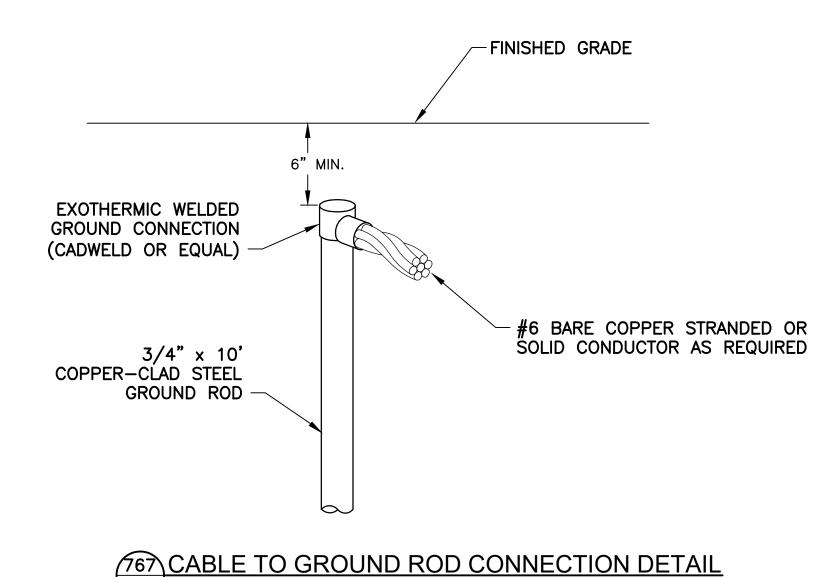
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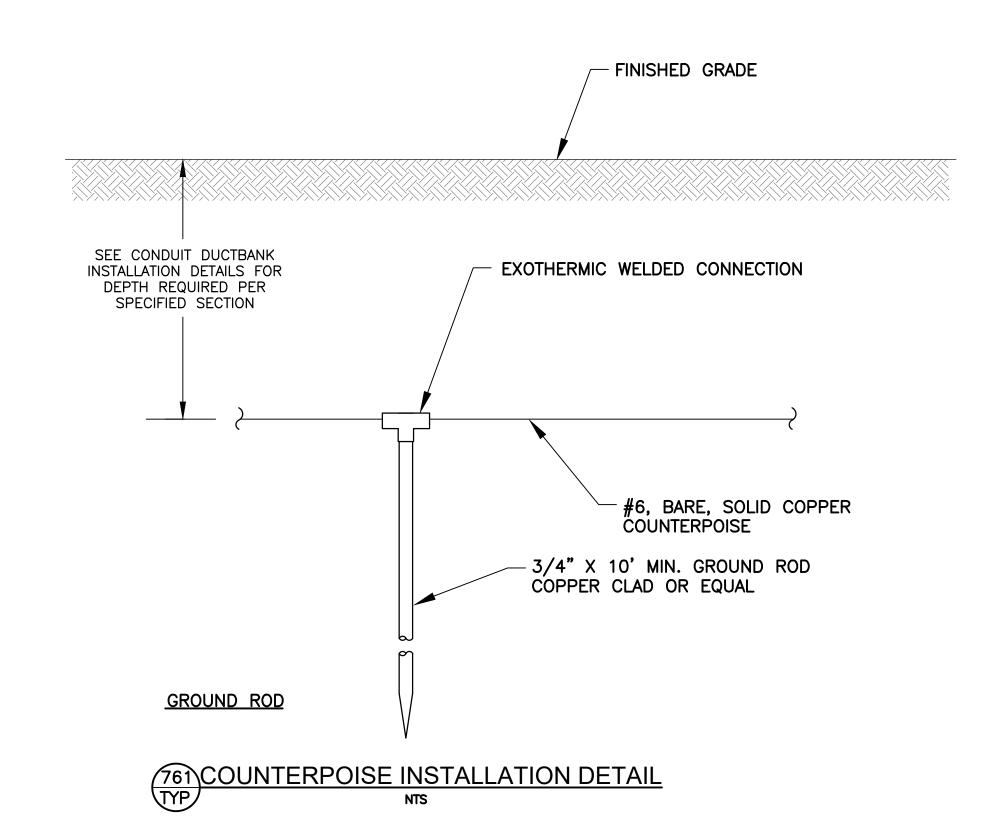
SHEET 44 **OF** 54



COUNTERPOISE TO CABLE CONNECTION DETAIL NTS



NTS



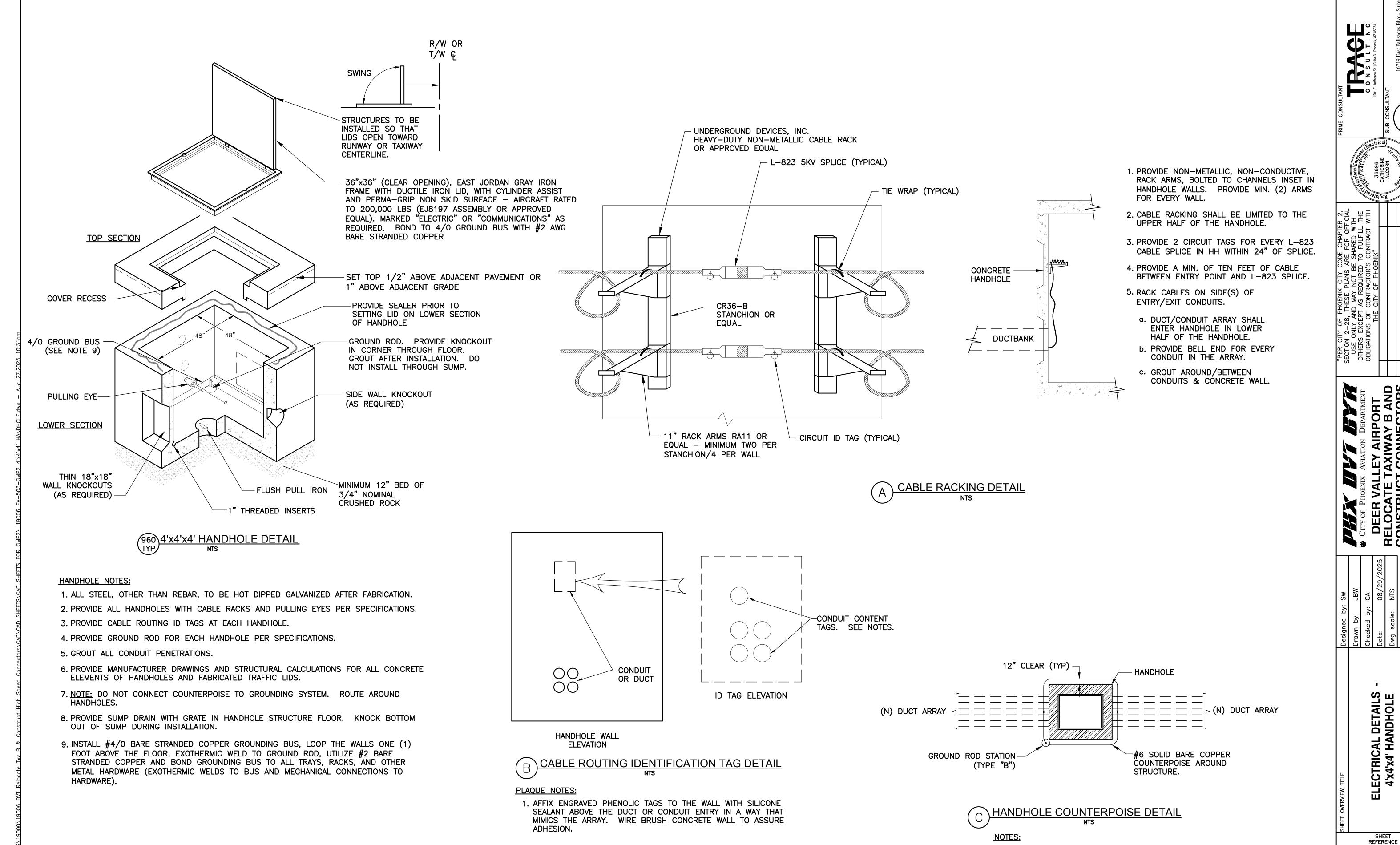
<u>NOTES</u>

- 1. COST OF GROUND RODS SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
- 2. WHERE POSSIBLE, NEW COUNTERPOISE SYSTEM SHALL BE CONNECTED TO ANY EXISTING COUNTERPOISE SYSTEM ENCOUNTERED.
- 3. GROUNDING ELECTRODES INSTALLED AS PART OF THE COUNTERPOISE SYSTEM SHALL BE SPACED AT DISTANCES NO GREATER THAN 500 FT. (MAX).
- 4. REFER TO DETAILS 501 AND 502, SHEET E-501, FOR CONCRETE ENCASED CONDUITS. REFER TO DETAILS 503 AND 505, SHEET E-501, FOR SLURRY ENCASED CONDUITS.
- 5. MAINTAIN SIX INCH (MINIMUM) VERTICAL SEPARATION BETWEEN COUNTERPOISE AND TYPE "C" CABLE IN 2" CONDUIT.
- PROVIDE GROUND ROD FOR EXOTHERMICALLY WELDING TO COUNTERPOISE AT END OF SINGLE CONDUITS TERMINATING AT FIXTURE OR SIGN BASES IF DISTANCE IS GREATER THAN 100' FROM HANDHOLE OR LAST INSTALLED COUNTERPOISE ROD.

© CITY OF PHO DEER V RELOCAT CONSTRI B6 A ELECTRICAL DETAILS -COUNTERPOISE AND GROUNDING

SHEET
REFERENCE
NUMBER:
EA-502

EA-5U2 SHEET 45 **OF** 54



2. THE TAGS SHALL BE APPROX 1"H x 2"L AND SHALL HAVE

MINIMUM 1/4" LETTERING.

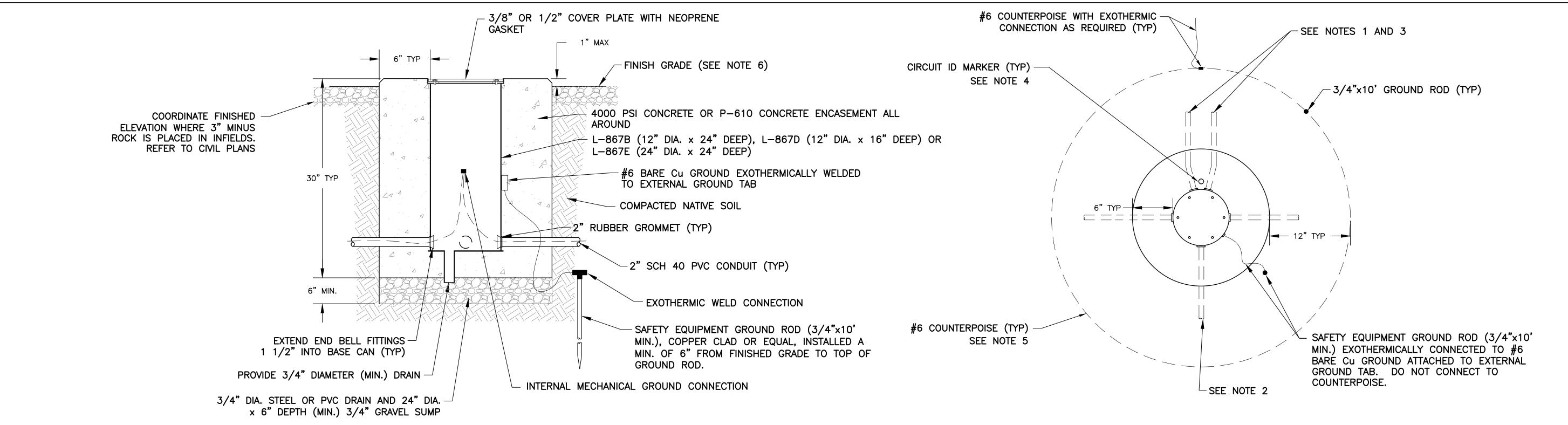
DEER V BELOCA CONSTRI B6 A ECTRICAL DETAILS 4'x4'x4' HANDHOLE

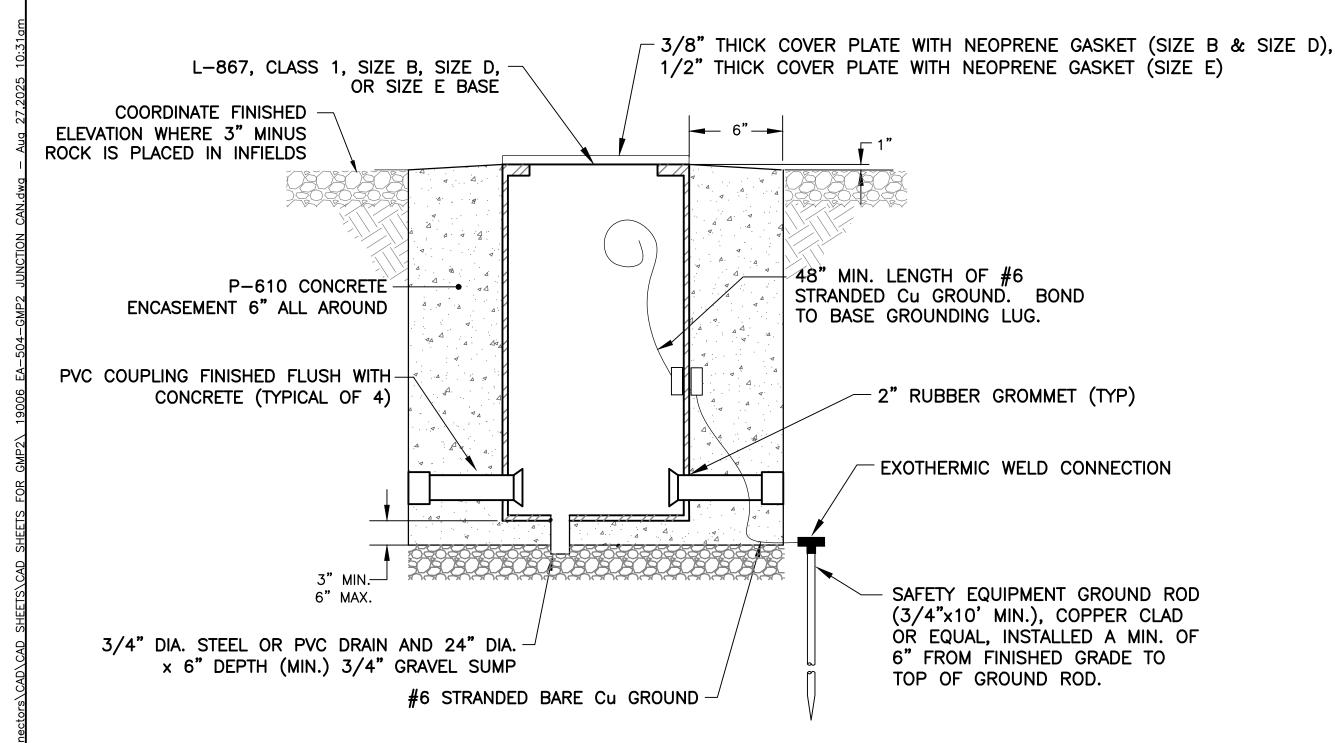
EA-503 SHEET 46 **OF** 54

ALL COUNTERPOISE WIRES FOR DUCT BANKS

AND CONDUITS TO BE EXOTHERMICALLY WELDED

TO COUNTERPOISE LOOP AROUND STRUCTURE





PRE-CAST L-867 FIXTURE BASE/JUNCTION CAN NTS

NOTES

- 1. CONTRACTOR MAY FURNISH PRE—CAST CONCRETE JUNCTION CANS AND FIXTURE BASES FOR INSTALLATION IN UNPAVED SHOULDERS AND INFIELDS OR RETROFIT IN EXISTING PAVED SHOULDERS. REFER TO CIVIL PLANS FOR FINISHED GRADE AND MATERIALS.
- 2. ONE—PIECE SONOTUBES OF CORRECT DIAMETER FOR 6" MIN. CONCRETE SURROUND MAY BE UTILIZED FOR ONE—TIME USE ONLY. ROUND COLUMN FORMS SPECIFICALLY DESIGNED FOR MULTIPLE USE MAY BE USED.
- 3. CONTRACTOR SHALL SUBMIT ON SPECIFIC PRE—CAST MEANS AND METHODS FOR ENGINEER REVIEW AND APPROVAL.
- 4. REFER TO ELEVATED TAXIWAY AND/OR RUNWAY GUARD LIGHT FIXTURE AND COUNTERPOISE INSTALLATION DETAILS.

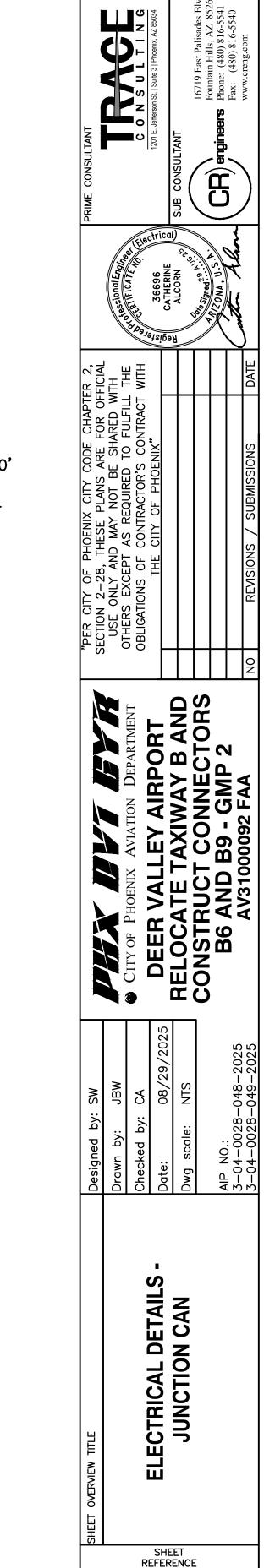
821 JUNCTION CAN DETAIL TYP NTS

NOTES:

- 1. NUMBER OF JUNCTION CANS AND CONDUIT CONFIGURATIONS VARY. SEE LAYOUT PLAN SHEETS FOR ORIENTATION. PROVIDE 2" SPARE CONDUIT FOR EACH CIRCUIT AT TAXIWAY CROSSINGS.
- 2. CONDUITS WHICH ARE NOT USED IN THE PROJECT SHALL BE CAPPED 4" OUTSIDE OF CONCRETE.
- 3. ORIENT JUNCTION CAN AS SHOWN ON ELECTRICAL SITE PLANS.
- 4. CONTRACTOR SHALL PROVIDE A 2" DIAMETER DOMED BRONZE MARKER AT EACH JUNCTION AS SHOWN. MARKER SHALL BE STAMPED WITH CIRCUIT IDENTIFICATION AS SHOWN ON DETAIL 664, SHEET EA-506
- 5. INSTALL GROUND ROD AND COUNTERPOISE LOOP AT ALL JUNCTION CAN AS SHOWN.
 ONE GROUND ROD SHALL BE PROVIDED. COUNTERPOISE SHALL BE LOCATED NOMINALLY
 6" ABOVE CONDUITS. DO NOT BOND TO JUNCTION CANS.
- 6. CONTRACTOR SHALL GRADE AROUND JUNCTION CAN AS NECESSARY TO PREVENT SILT/DIRT INFILTRATION ONTO JUNCTION CAN. NO SEPARATE PAYMENT SHALL BE MADE.
- 7. EACH JUNCTION CAN HAS 4-2" GROMMETED HUBS. HUBS SHALL BE PLACED IN TWO LAYERS AND THE HUBS IN ONE LAYER SHALL BE 90° FROM THE HUBS IN THE OTHER LAYER. EACH PAIR OF HUBS SHALL BE 180° APART. MODIFICATION MAY BE REQUIRED TO ADD SPARE CONDUIT ENTRY HUB. SEAL UNUSED OPENINGS AS REQUIRED.
- 8. JUNCTION CANS SHALL BE INSTALLED SUCH THAT THE TOP FLANGE IS FLUSH (+0, -1/8") WITH THE TOP OF CONCRETE

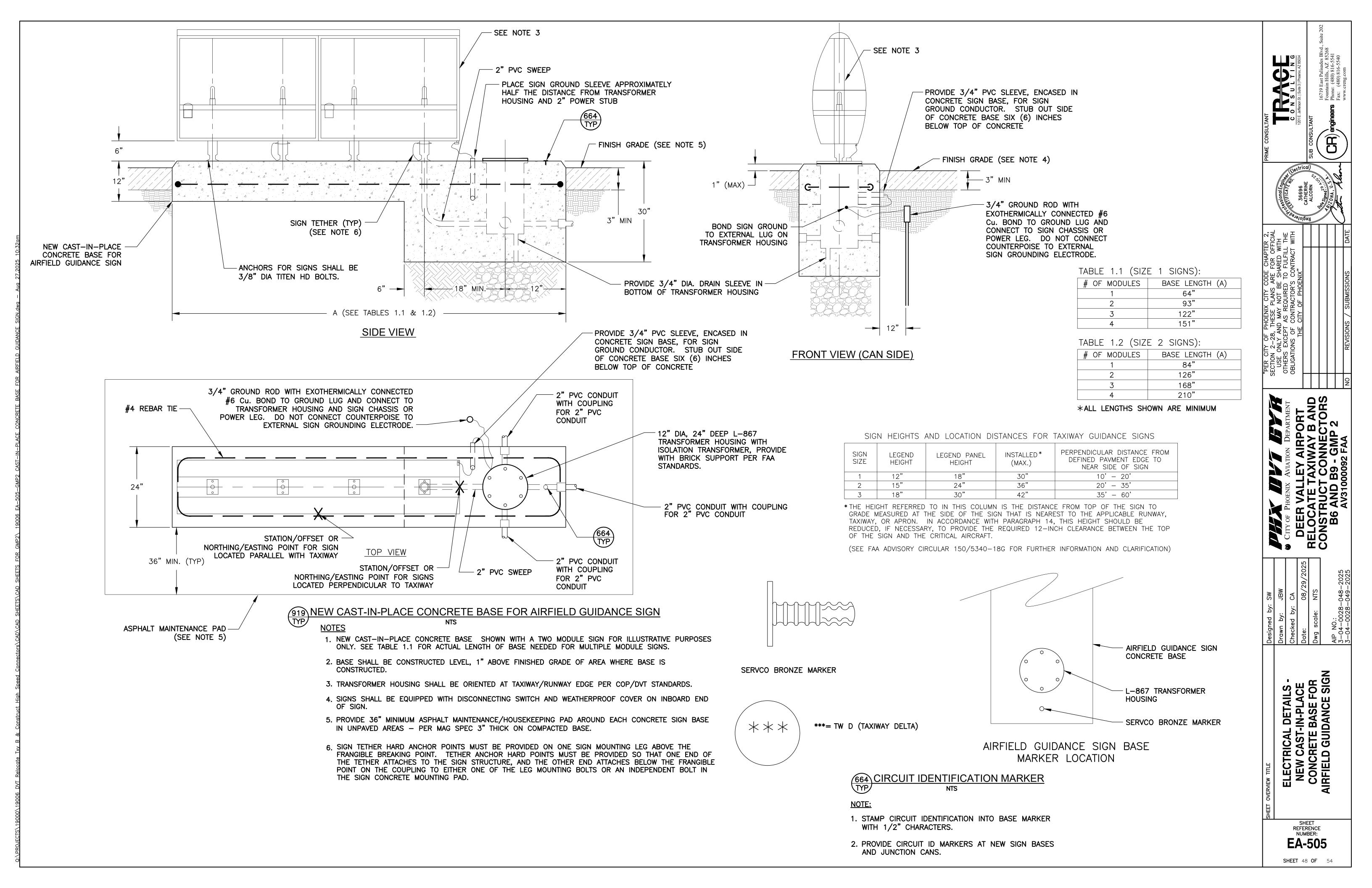
GENERAL NOTES:

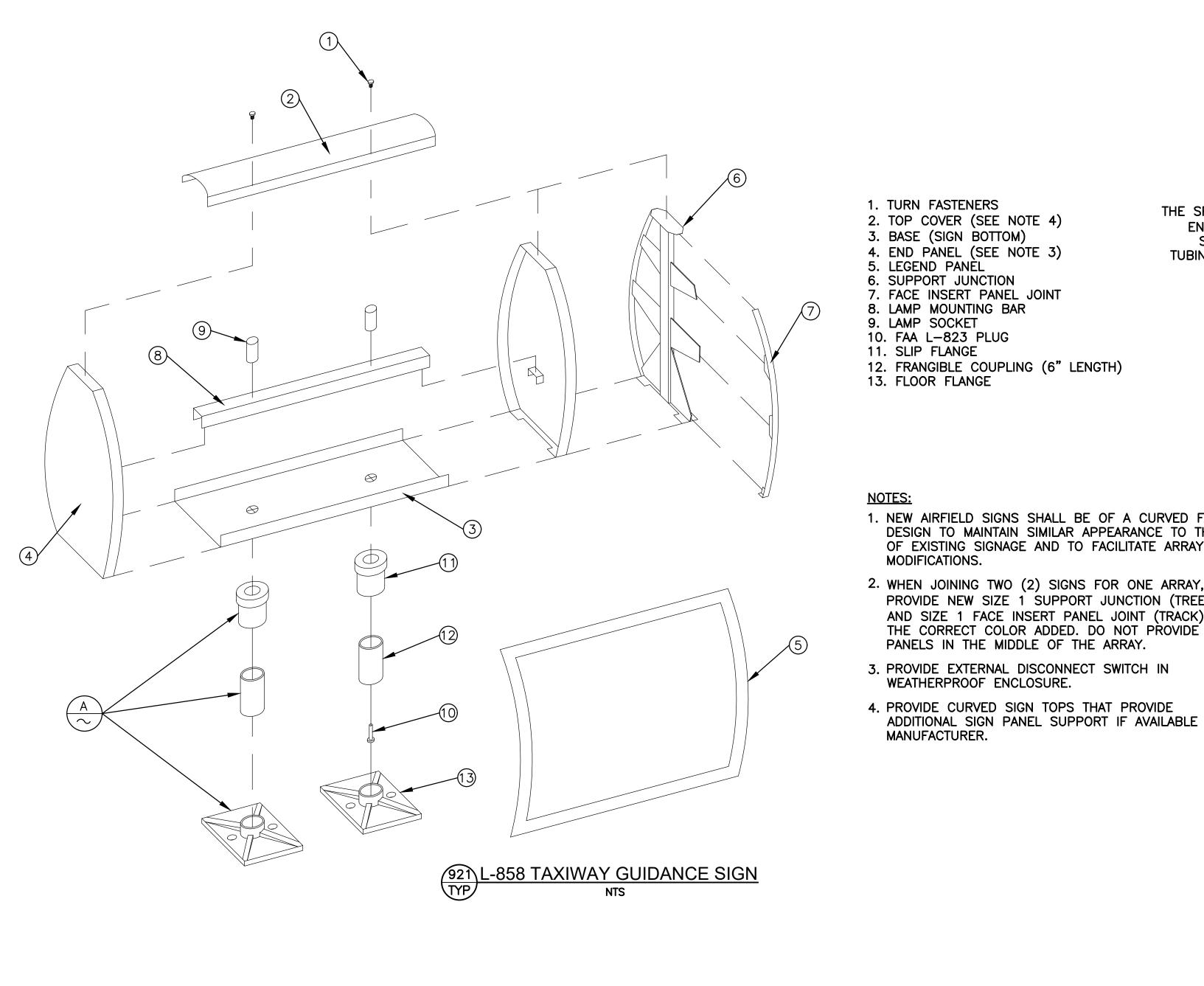
- 1. LEAVE APPROXIMATELY SIX (6) FEET OF EACH CABLE COILED IN JUNCTION CAN SO THAT EACH CABLE MAY BE RAISED A MINIMUM OF TWO (2) FEET ABOVE TOP OF CAN.
- 2. CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION (ID) MARKERS ATTACHED TO EACH CABLE ENTERING AND LEAVING JUNCTION CANS. IF NO L-823 CONNECTOR IS PRESENT, INSTALL ONE (1) ID MARKER.
- 3. TRANSITION FROM MULTI-WAY CONDUIT TRENCH TO JUNCTION CAN REQUIRES DISTRIBUTION OF 2" SCH 40 PVC TO EACH JUNCTION CAN. CONTRACTOR SHALL LIMIT CONDUIT BENDS TO 45 DEG. MAXIMUM.
- 4. CONTRACTOR SHALL INSTALL L-823 CONNECTORS IN A CONSISTENT MANNER FROM JUNCTION CAN TO THE NEXT. EACH SEGMENT OF #8 L-824C, 5KV CABLE IN THE AIRFIELD SHALL HAVE A MALE L-823 CONNECTOR ON ONE END AND A FEMALE CONNECTOR ON THE OTHER.



EA-504

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1. TURN FASTENERS 2. TOP COVER (SEE NOTE 4) 3. BASE (SIGN BOTTOM) 4. END PANEL (SEE NOTE 3)

5. LEGEND PANÈL 6. SUPPORT JUNCTION 7. FACE INSERT PANEL JOINT 8. LAMP MOUNTING BAR

9. LAMP SOCKET 10. FAA L-823 PLUG 11. SLIP FLANGE

12. FRANGIBLE COUPLING (6" LENGTH)

1. NEW AIRFIELD SIGNS SHALL BE OF A CURVED FACE DESIGN TO MAINTAIN SIMILAR APPEARANCE TO THAT OF EXISTING SIGNAGE AND TO FACILITATE ARRAY

PROVIDE NEW SIZE 1 SUPPORT JUNCTION (TREE) AND SIZE 1 FACE INSERT PANEL JOINT (TRACK) OF THE CORRECT COLOR ADDED. DO NOT PROVIDE END

ADDITIONAL SIGN PANEL SUPPORT IF AVAILABLE BY

PANELS IN THE MIDDLE OF THE ARRAY.

4. PROVIDE CURVED SIGN TOPS THAT PROVIDE

WEATHERPROOF ENCLOSURE.

13. FLOOR FLANGE

MODIFICATIONS.

MANUFACTURER.

CABLE PREPARATION (NOTE 2) — THE SPLICE KIT PIN AND RECEPTACLE HOUSING ENDS SHALL BE COVERED WITH AN 8" MIN. SECTION OF APPROVED HEAT-SHRINKABLE TUBING WITH INTERNAL ADHESIVE BEYOND THE USE SCOTCH 33+ OVER CONNECTION PIN AND RECEPTACLE HOUSING ENDS. XXX L-823 LOAD PLUG END L-823 LINE RECEPTACLE END FOR SPLICES INSIDE HANDHOLES

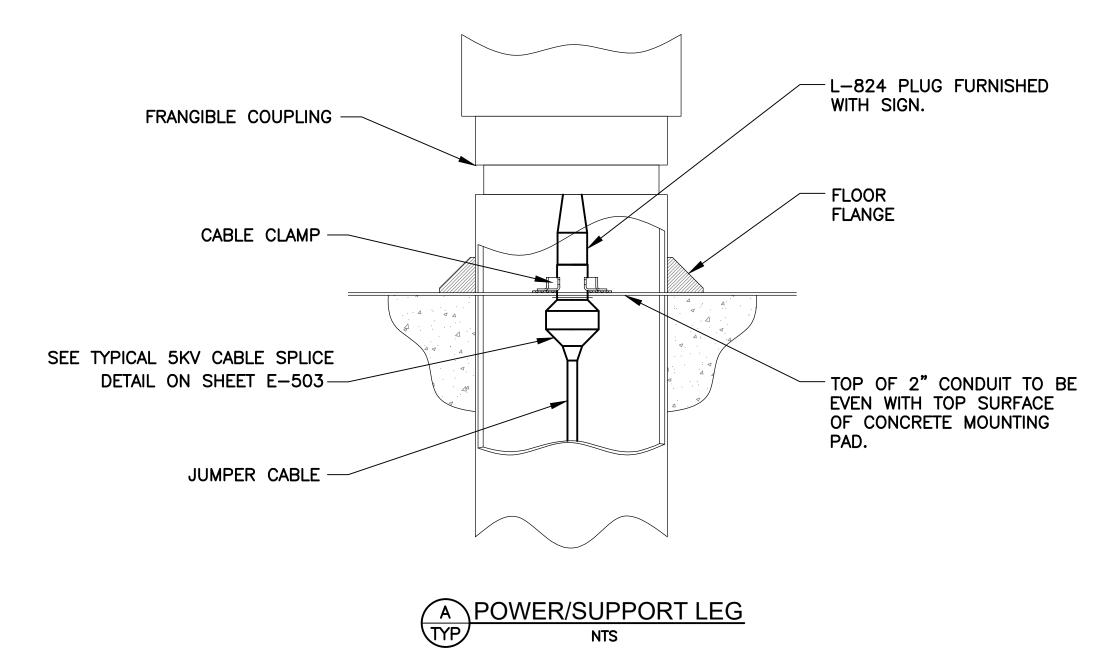
PLUG KITS SHALL BE PROVIDED WITH CABLE PREPARATION (NOTE 2) INTEGRAL PULL-OVER-SLEEVE TYPE WATER SEAL (INTEGRO "COMPLETE KIT" OR APPROVED EQUAL). SEE NOTE 11. XXX XXX L-823 LINE RECEPTACLE END L-823 LOAD PLUG END

FOR SPLICES INSIDE CANS

NOTES

- 1. PROVIDE MALE AND FEMALE L-823 CONNECTORS AS REQUIRED ON EACH CONDUCTOR IN EACH BASE, HANDHOLE, OR MANHOLE TO ALLOW ISOLATION OF HOMERUN CIRCUIT, NO STRAIGHT-THROUGH ALLOWED.
- 2. ALL CABLE ENDS SHALL BE PREPARED WITH THE USE OF A TAPERING TOOL SPECIFICALLY DESIGNED FOR USE WITH L-824 CABLES.
- 3. PLUG AND RECEPTACLE END FITTINGS SHALL BE CRIMPED ONTO THE CONDUCTOR BY USE OF AN AIRPORT PERSONNEL ACCEPTED RATCHETING TYPE CRIMPING TOOL.
- 4. AT THE POINT OF CONNECTION WITH THE EXISTING FIELD CIRCUITS, INSTALL NEW L-823 PLUGS ON BOTH THE NEW AND EXISTING CABLES. VERIFY INSULATION TYPES OF BOTH NEW & EXISTING CABLES AND COORDINATE WITH TERMINATION KITS TO ASSURE PROPER AND WATERPROOF FIT.
- 5. INSTALL SCOTCH 33+ VINYL ELECTRICAL TAPE ON CONNECTION AFTER PULLING SLEEVE OVER COMPLETE KIT.
- 6. THERE SHALL BE NO SPLICES BETWEEN LIGHTS, ONLY IN BASES OR HANDHOLES.
- 7. PROVIDE AND INSTALL NON-CONDUCTIVE CIRCUIT IDENTIFICATION TAGS ATTACHED TO EACH SIDE OF ALL CONNECTOR KITS.
- 8. ON THE CABLES FOR THE RUNWAY CIRCUIT, TAPE FROM THE BACK END OF THE CONNECTOR KIT ONTO CABLE FOR 3" EACH, RED PHASE TAPE FOR FASTER IDENTIFICATION AND MATCH EXISTING MANHOLE LAYOUTS.
- 9. ON THE CABLES FOR THE TAXIWAY AND SIGNAGE CIRCUITS, TAPE FROM THE BACK END OF THE CONNECTOR KIT ONTO CABLE FOR 3" EACH, BLUE THEN WHITE PHASE TAPE FOR SIGNS, BLUE ONLY PHASE TAPE FOR TAXIWAY EDGE LIGHTS, FOR FASTER IDENTIFICATION AND MATCH EXISTING MANHOLE LAYOUTS.
- 10. PRIMARY CONNECTOR KITS TYPES SHOWN ARE PER COP AIRFIELD MAINTENANCE STANDARDS.
- 11. IF AMERACE "SUPER" KITS ARE USED, COP REQUIRES REMOVAL OF ALL SLIP FIT PLASTIC SLEEVES USED TO SEAL KIT ENDS TO CABLE FROM THE L-824 CABLE.



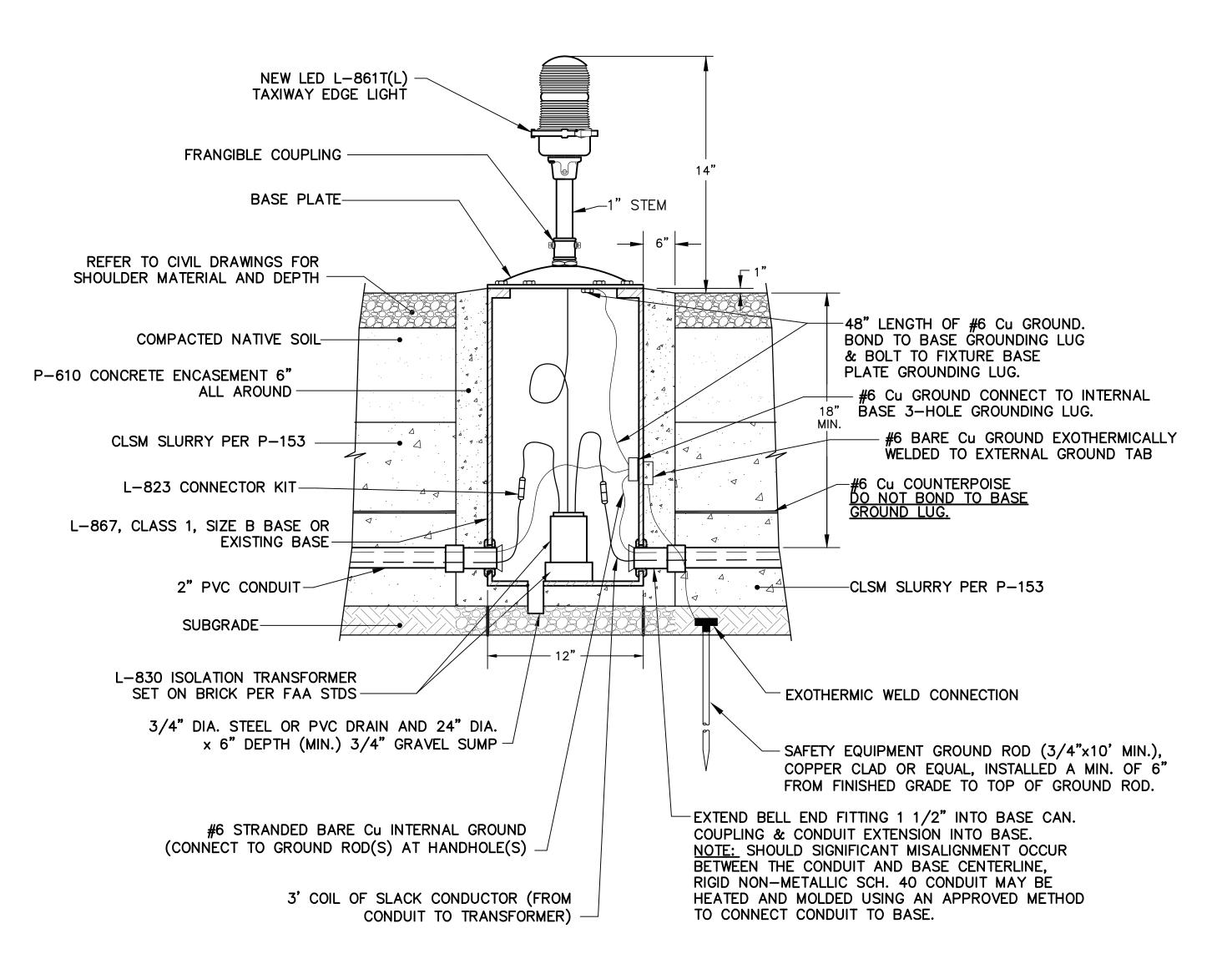




REFERENCE

EA-506

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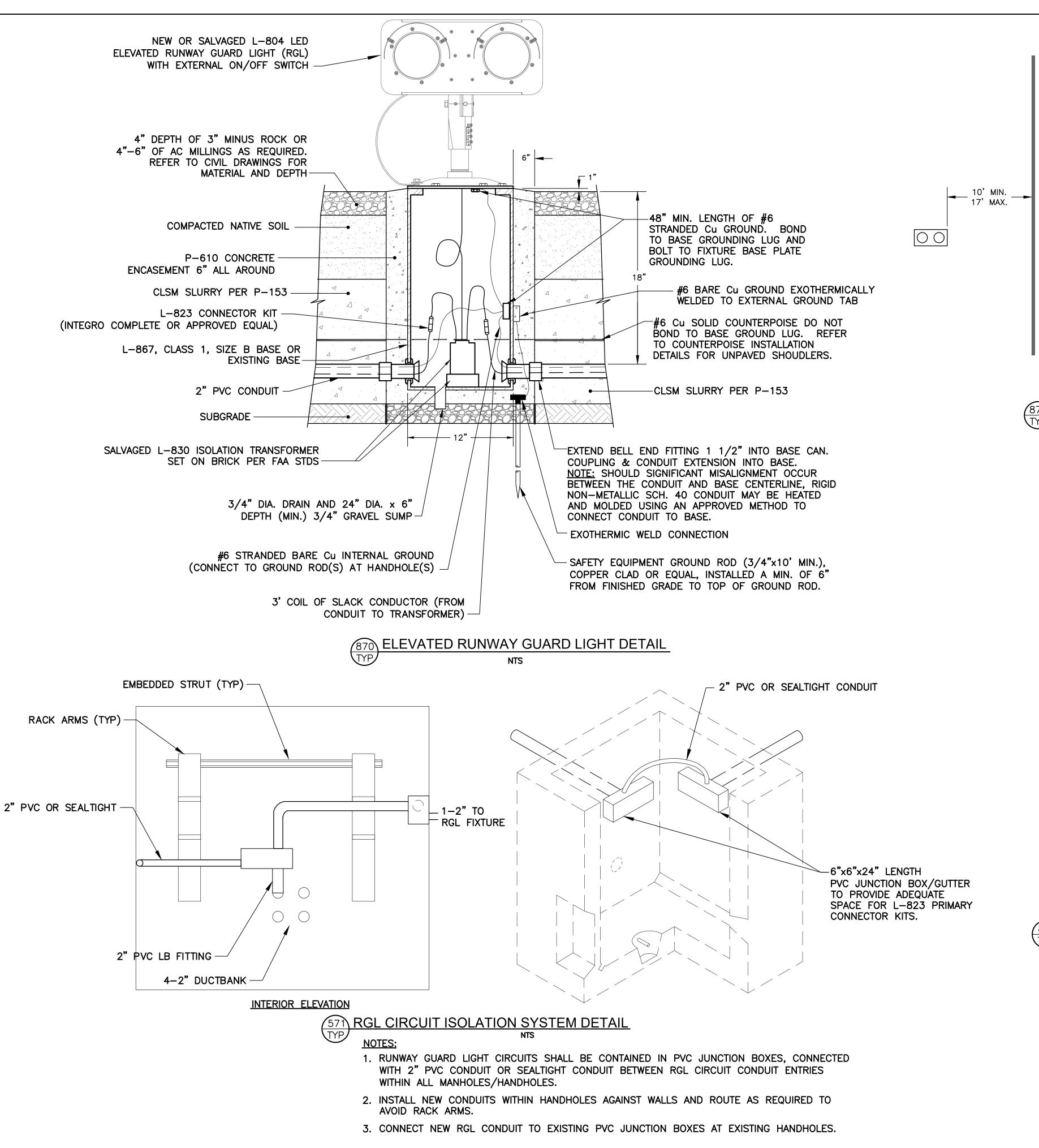
891 ELEVATED TAXIWAY EDGE LIGHT DETAIL
NTS

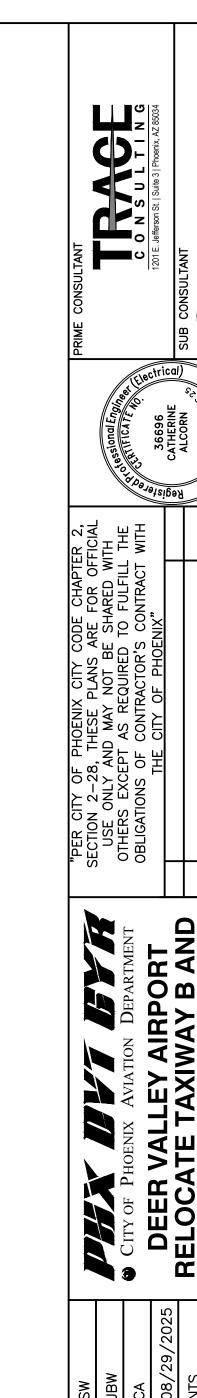
ELECTRICAL DETAILS -

SHEET
REFERENCE
NUMBER:

EA-507

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ELECTRICAL DETAILS -RUNWAY GUARD LIGHT

SHEET REFERENCE

EA-508

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o' MIN.

10' MAX.

(SEE NOTE 1)

871 ELEVATED RUNWAY GUARD LIGHT AIMING DETAIL

RUNWAY SIDE

TAXIWAY SIDE

RUNWAY GUARD LIGHT CONFIGURATION

FOR EACH SUCH ADJUSTMENT.

IN THE PROJECT RECORD DRAWINGS.

1. THE ELEVATED RUNWAY GUARD LIGHT MAY BE MOVED UP TO

2. CONTRACTOR SHALL ACCURATELY SURVEY AND MEASURE THE ACTUAL CONSTRUCTED LOCATION OF EACH RGL AND INCLUDE

10 FEET MAX. AWAY FROM THE RUNWAY TO AVOID UNDESIRABLE

SPOTS. CONTRACTOR SHALL OBTAIN APPROVAL FROM ENGINEER

NOTES:

NOTES:

1. AIM THE CENTER OF THE LIGHT BEAM INWARD, TOWARD THE T/W CENTERLINE/AIRCRAFT COCKPIT WHEN THE AIRCRAFT IS BETWEEN 150' AND 200' FROM THE HOLDING POSITION, ALONG THE PREDOMINANT PATH/T/W CENTERLINE TO THE HOLDING POSITION. FIELD VERIFY ALL MEASUREMENTS AND AIMING ANGLES SINCE THE TAXIWAYS HAVE DIFFERENT CONFIGURATIONS.

TILT UP 5° FROM THE

AIRPLANE COCKPIT.

HORIZONTAL PLANE IN ORDER TO AIM TOWARDS TAXIING

2. AT LOCATIONS WHERE A DISTANT AIMING POINT IS NOT PRACTICAL, AIM THE LIGHTS PARALLEL TO THE ASSOCIATED TAXIWAY CENTERLINE OR AS DIRECTED BY THE AIRPORT OPERATIONS.

SIGN NUMBER	SIGN WITH FACE DESIGNATIONS	FACE A MESSAGE	FACE B MESSAGE	FACE A COLOR	FACE B COLOR	SIZE	STYLE	CLASS	SHEET NUMBER	SCOPE OF WORK
SGN-1	A B <mark>B11→</mark>	BLANK	B11→	В	Y/B Y/B	1	2	2	EA-105	NEW L-858(L), SIZE 1, 2-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.
SGN-2	А В <mark>В11 25R</mark>	BLANK	B11 25R	В	B/Y W/R W/R	1	2	2	EA-105	NEW L-858(L), SIZE 1, 3-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.
SGN-3	B VFR WESTBOUND DEPARTS CONTACT LUKE APPROACH CONTROL 118.15	BLANK	**	В	B/Y	2	2	2	EA-105	NEW L-858(L), SIZE 2, 2-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.
SGN-4	A B B ←B11→	BLANK	B ←B11→	В	Y/B B/Y B/Y	1	2	2	EA-105	NEW L-858(L), SIZE 1, 3-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.
SGN-5	А В <mark>В11</mark> В→	BLANK	B11 B →	В	Y/B B/Y	1	2	2	EA-105	NEW L-858(L), SIZE 1, 2-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.
SGN-6	А В <mark>←В В11</mark>	BLANK	←B B11	В	B/Y Y/B	1	2	2	EA-105	NEW L-858(L), SIZE 1, 2-MODULE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE WITH ASPHALT MAINTENANCE PAD.

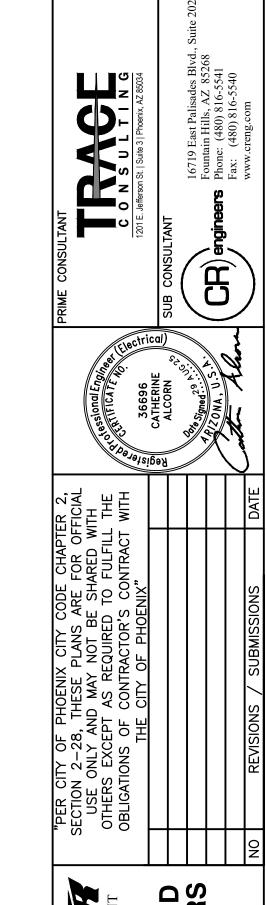
NOTES

1. MODULE SIZES ARE GIVEN FOR ESTIMATION ONLY AND ARE SUBJECT TO CHANGE BY SIGN MANUFACTURER

2. CONTRACTOR SHALL PERFORM AND SUBMIT COMPLETE FIELD SURVEY/RECORD DRAWINGS FOR ALL EQUIPMENT PRIOR TO FINAL PAYMENT.



VFR WESTBOUND DEPARTS
CONTACT LUKE APPROACH
CONTROL 118.15



DEER VALLEY AIRPORT

DEER VALLEY AIRPORT

RELOCATE TAXIWAY B AN

CONSTRUCT CONNECTOR

B6 AND B9 - GMP 2

Drawn by: JBW
Checked by: CA
Date: 08/29/2025
Dwg scale: NTS
AIP NO.:

RFIELD GUIDANCE SIGI SCHEDULE

SHEET
REFERENCE
NUMBER:

EA-601

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NEW TAXIWAY EDGE LIGHT LOCATIONS

FIXTURE #	STATION	OFFSET	CIRCUIT	BASE	LAMP	TRANSFORMER	TYPE
TEL-1	104+49.55	76.92'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-2	104+43.86	56.21' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-3	104+17.88	49.45' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-4	103+92.25	42.69'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-5	103+66.45	35.94'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-6	103+50.00	35.14' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-7	103+33.55	35.94'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-8	103+07.75	42.69'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-9	102+81.94	49.45' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-10	102+56.19	56.19'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-11	102+46.06	97.86' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-12	102+35.94	133.52' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-13	101+72.50	133.55' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-14	101+72.08	79.64'LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-15	101+60.87	39.13' LT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-16	101+60.87	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-17	101+92.63	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-18	102+24.38	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-19	102+56.14	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-20	102+81.94	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-21	103+07.75	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-22	103+33.55	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-23	103+50.00	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-24	103+66.45	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-25	103+92.25	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-26	104+18.06	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)
TEL-27	104+43.86	27.50' RT	TAXIWAY B EAST	L-867	LED	10/15W	L-861T(L)

(LOCATIONS FOR NEW TAXIWAY EDGE LIGHTS ARE MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B11)

NEW HANDHOLE LOCATIONS

HH-X	STATION	OFFSET	SIZE
HH-1	63+65.46	90.75'LT	4'x4'x4'
HH-2	65+43.01	91.15'LT	4'x4'x4'
HH-3	70+42.80	91.43'LT	4'x4'x4'
HH-4	102+91.80	66.01'LT	4'x4'x4'
HH-5	102+91.91	47.50' RT	4'x4'x4'

(LOCATIONS FOR HH-1, HH-2, AND HH-3 ARE MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B)

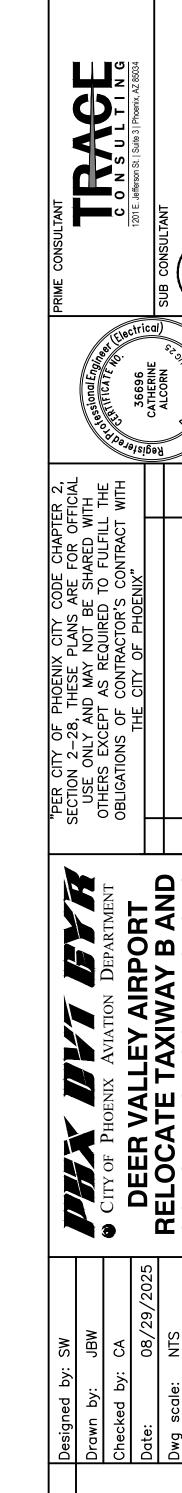
(LOCATIONS FOR HH-4 AND HH-5 ARE MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B11)

EQUIPMENT LOCATION STANDARDS TABLE (PROVIDED FOR REFRENCE ONLY)

(Novided the New York of the					
EQUIPMENT TYPE	FAA LOCATION STANDARD	NOTES			
TAXIWAY EDGE LIGHT	2'-10' (SEE GENERAL NOTE 3)	MEASURE TO CENTER OF LIGHT FIXTURE - STATION/OFFSET GIVEN IS CENTER OF LIGHT FIXTURE (SEE FAA AC 150/5340-30)			
HANDHOLE		STATION/OFFSET GIVEN IS CENTER OF HANDHOLE LID			

GENERAL NOTES

- 1. EQUIPMENT NUMBERS SHOWN ARE FOR CONSTRUCTION REFERENCE ONLY. COORDINATE WITH AIRPORT MAINTENANCE FOR LABELING OF ALL EQUIPMENT.
- 2. STATION/OFFSETS GIVEN FOR EACH EQUIPMENT TYPE ARE MEASURED FROM NEAREST TAXIWAY CENTERLINE (ALIGNMENT).
- 3. CONTRACTOR TO ENSURE NEW TAXIWAY EDGE LIGHT LOCATIONS DO NOT EXCEED 10 FEET FROM EDGE OF FULL STRENGTH PAVEMENT/OUTER EDGE OF TAXIWAY EDGE MARKING AND ARE IN-LINE WITH EXISTING TAXIWAY EDGE LIGHTING IF APPLICABLE PERFORM FIELD ADJUSTMENTS AS NECESSARY. CONTRACTOR SHALL CONFIRM ANY DIFFERENCES OF MEASUREMENTS/DISCREPANCIES, WHEN SURVEY OF LIGHT LOCATIONS IS BEING PERFORMED, WITH ENGINEER BEFORE LIGHT BASE IS INSTALLED.



EQUIPMENT DATA TABLES

Drawn
Checke

SHEET
REFERENCE
NUMBER:

EA-602

SHEET 53 **OF** 54

NEW AIRFIELD GUIDANCE SIGN LOCATIONS

SIGN	STATION	OFFSET
SGN-1	104+45.37	89.25'LT
SGN-2	103+00.50	52.25'LT
SGN-3	103+00.50	63.83' LT
SGN-4	77+07.46	59.58'LT
SGN-5	102+56.14	35.50' RT
SGN-6 101+31.48		38.36'LT

(LOCATIONS FOR SGN-1, SGN-2, SIGN-3, SGN-5, AND SGN-6 ARE MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY

(LOCATION FOR SGN-4 IS MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B)

NEW RUNWAY GUARD LIGHT LOCATIONS

RGL-#	STATION	OFFSET	
RGL-1	103+00.50	47.76' LT	
RGL-2	103+00.53	31.50'LT	

(LOCATIONS FOR NEW RUNWAY GUARD LIGHTS ARE MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B11)

NEW JUNCTION CAN LOCATIONS

JC-#	STATION	OFFSET	TYPE (SIZE)
JC-1	104+47.09	96.63'LT	L-867D (16" DIA)

(LOCATIONS FOR NEW JUNCTION CAN IS MEASURED FROM THE ALIGNMENT ON NEW TAXIWAY B11)

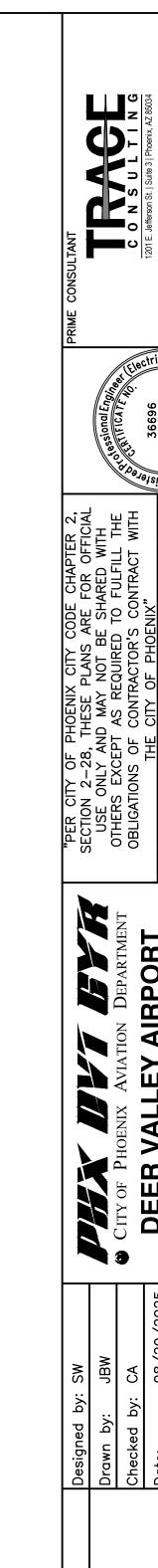
EQUIPMENT LOCATION STANDARDS TABLE

(PROVIDE FOR REFERENCE ONLY)

EQUIPMENT TYPE	FAA LOCATION STANDARD	NOTES
SIZE 1 AIRFIELD GUIDANCE SIGNS	10' - 20' (SEE NOTE 3)	MEASURE TO SIGN EDGE CLOSEST TO TAXIWAY EDGE/OUTER TAXIWAY EDGE MARKING (SEE FAA AC 1505340-18)
SIZE 2 AIRFIELD GUIDANCE SIGNS	20' - 35' (SEE NOTE 3)	MEASURE TO SIGN EDGE CLOSEST TO TAXIWAY EDGE/OUTER TAXIWAY EDGE MARKING (SEE FAA AC 1505340-18)
JUNCTION CAN		STATION/OFFSET GIVEN IS CENTER OF JUNCTION CAN COVER PLATE
RUNWAY GUARD LIGHT (RGL)	10' – 17' (NEAR SIDE OF INSTALLED FIXTURE)	MEASURE FROM TAXIWAY EDGE/OUTER TAXIWAY EDGE MARKING. STATION/OFFSET GIVEN IS CENTER OF BASE CAN ON WHICH RGL FIXTURE IS MOUNTED. (SEE FAA AC 150/5340-30)

GENERAL NOTES

- 1. EQUIPMENT NUMBERS SHOWN ARE FOR CONSTRUCTION REFERENCE ONLY. COORDINATE WITH AIRPORT MAINTENANCE FOR LABELING OF ALL EQUIPMENT.
- 2. STATION/OFFSETS GIVEN ARE MEASURED FROM NEAREST TAXIWAY/RUNWAY CENTERLINE (ALIGNMENT).
- 3. CONTRACTOR TO ENSURE AIRFIELD GUIDANCE SIGN LOCATIONS FALL WITHIN FAA SPECIFICATIONS. CONTRACTOR SHALL CONFIRM ANY DIFFERENCES OF MEASUREMENTS/DISCREPANCIES, WHEN SURVEY OF AIRFIELD GUIDANCE SIGN AND BASE IS BEING PERFORMED, WITH ENGINEER BEFORE SIGN BASE IS INSTALLED.



 Urawn by:
 JBW

 Checked by:
 CA

 Date:
 08/29/2025

 Dwg scale:
 NTS

 AIP NO::
 3-04-0028-048-2025

EQUIPMENT DATA TABL

SHEET
REFERENCE
NUMBER:

EA-603

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